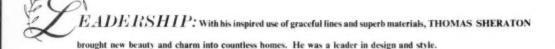
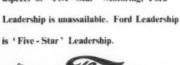
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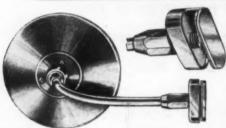


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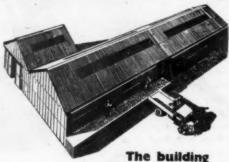
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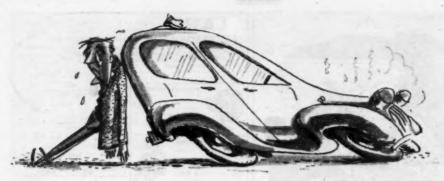
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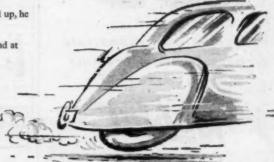
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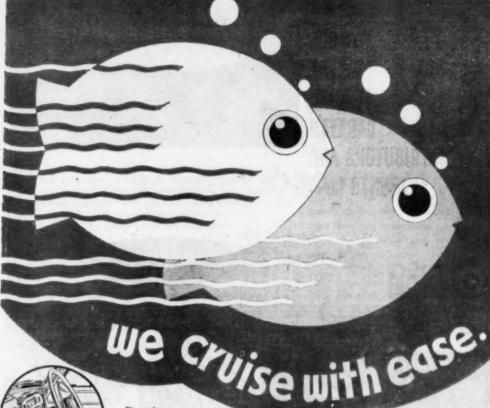
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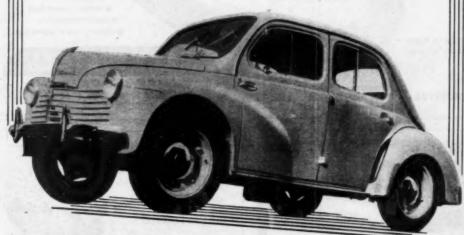
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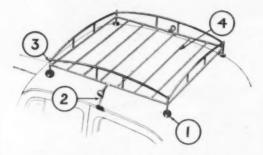
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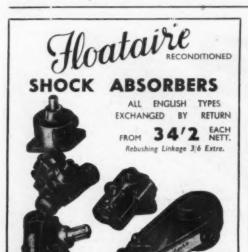
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# Autocar

FOUNDED 1895

No. 2940

FRIDAY, APRIL 4, 1952

Vol. XCVII

Tinkering-time

OTHING very bad can be said about owner maintenance, in spite of the derogatory remarks from a certain kind of service station, provided that it is carried out with care. As a help towards this there are several articles on subsequent pages of this issue. Their basis is the assumption that spring-cleaning activity within the household sets an example that the car owner must irresistibly follow—even if only because he is shamed into it.

The exercise of care is sufficient precaution in all directions. It immediately

The exercise of care is sufficient precaution in all directions. It immediately puts out of bounds jobs that are really beyond the owner, and it makes heavy-handedness with tools impossible. It avoids such risks as tinkerers lying under a car that has its wheels jacked up and no chocks in position as a safeguard (owners who see no danger in that might do well to think about it), and, above all, it means a job well done from start to finish, something of which motorists cannot invariably be certain as they pay their service bills.

The wisest general advice is given by the expert who suggests that car "interior decorating" is not beyond the ordinary owner. For heaven's sake, he says in effect, take it slowly. Here is, in fact, the best advice for all car work, involving, as it does, largely unfamiliar practice and considerable dexterity in tight quarters. The man who attempts to reset his valve clearances in half an hour is doomed to clatter—or worse; and a ten-minute walk to the nearest supply source for a set of feeler gauges is time well spent in the checking of a contact-breaker gap, for the submariner's navigational motto is no substitute for the absence of the tiny screwdriver and gauge from the tool roll. One other point may be made, and that is the importance of cleanliness. Where work is to be done, on no matter what part of the car, start by cleaning the part concerned, and if the work involves dismantlement, take the opportunity to clean each part while it is detached. Such meticulousness may sound tedious, but in the practice there is great satisfaction; and, pundits notwithstanding, there is no doubt that the car will run better for it.

# Fuel Facts for Politicians

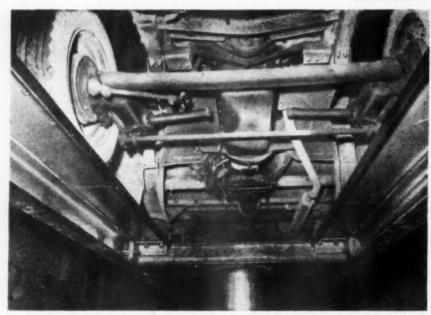
NCE more the hoary and misleading excuse for the continuation of Pool spirit has been trotted out, this time by the Earl of Selkirk, on behalf of the Government, in the House of Lords. For the benefit of politicians this journal makes its retort in the words of Mr. J. D. Davis, M.A., A.M.I.Mech.E., Engineer in Charge of Automotive Gasoline Research at the Thornton Research Centre, quoted from his latest Paper on the utilization of anti-knock quality.

The Earl of Sclkirk said: "The manufacture of premium brands of motor spirit would mean the sacrifice of quantity for quality." Mr. Davis is a little more factual: "Thermally Cracked Gasoline. Although in the early days of the oil industry fractions lighter than kerosene were an embarrassment, the rapid growth of the motor industry soon resulted in the need for an increase in the yield of gasoline from crude oil. Thermal cracking, at high pressures and temperatures, of heavy petroleum fractions was the first successful solution to the problem. Gas oil and residues from crude distillation provide the feedstock for this process." (The Autocar italics.)

Under the further heading, Catalytically Cracked Gasoline, Mr. Davis continues:

Under the further heading, Catalytically Cracked Gasoline, Mr. Davis continues: "Higher gasoline yields, with much lower gas and coke formation, can be obtained under much milder cracking conditions by the use of catalysts."

Once more let it be said that the catalytically cracked high-octane spirit (the "premium brand") is additional to the "straight run gasoline" that is distilled off earlier to form the basis for Pool, and the only sacrifice of quantity involved is in the by-products left after catalytic cracking has taken place. If the Government means that it cannot countenance the reduction of these then let it say so; but it will be agreed by all who read the Earl of Selkirk's words that the implication is, exclusively, "Higher octane, less petrol."



This is the ideal view of the car at the opening of spring-cleaning activities. But other solid supports or a pir are adequate when the luxury of a hoist is not available.

### After the Winter: SPRING

was customary not long ago, when a meagre petrol ration was saved up for the summer, for very many cars to be laid up during winter: In the spring the tarpaulins were removed, and work was put in hand to get the car ready for what were hoped to be trouble-free summer sorties. No doubt many cars are still put on blocks for the winter but, as motoring in any form is so expensive, the majority of cars now are owned and run for essential purposes for at least part of their use. and are therefore on the road throughout the year.

Neglect and damp are the worst enemies of any car, and, after a typical British winter, enormous dividends are to be gained by a thorough spring clean-and this does not mean that appearance only is going to be im-Most drivers would know what to do to bring a neglected or dirty car back to standard, but they rarely make a successful, thorough job. The reason for this is simple enough: when he is faced with the whole bulk of the car in poor condition there are so many different jobs all screaming to be done that the owner gets led away from any system; and system is essential

A car which has been regularly serviced during the winter should not be suffering from lack of lubrication of the working parts, or any glaring cases of rust or corrosion. It is not the present purpose, therefore, to describe normal servicing technique. At least once a year-preferably twice an examination should be made of all those parts which are not normally seen or serviced.

Clearly, the first step in any such operation is to get the chassis clean enough for any signs of danger to be

### by Michael Clayton

seen, and to reveal the normally unseen parts of the body where deterioration may be insidiously taking place. It is most desirable that the car should be put on a ramp or lift for cleaning the chassis, and if the proper equipment for this purpose is not available a little ingenuity should solve the difficulty. At least it should be possible to run two wheels on to a high kerb so that the owner can get under the car without getting stuck! Similarly the car can be jacked up as high as possible and then held in the raised

position by solid, "un-tip-overable"

supports.

Having got so far the usual temptations must be resisted. You know them well. While jacking up, some them well rust is noticed on the radiator grille. That should be cured during body cleaning, but the proud owner does it while he thinks of it-and so begins a long chain of odd jobs to the detriment of the prime purpose of the work in hand. From under the car all the dirt of the winter should be removed. From the insides of the wings, the chassis frame, the dampers, springs, axles, steering components, brake linkages—from everywhere. Petrol and oil, or a paraffin mix, can be used for the purpose, care being taken only to avoid treating rubber-covered leads, rubber bushes, and so on, to doses of oil.

This cleaning can be a rather long and tedious job, but it really is worth while. If a wing becomes damaged accidentally it is often possible to remove it and have the dent beaten out. On cars which have been allowed to rot underneath, however, it is all too often the truth that the joint between wing and body is so rusted that the wing cannot be replaced once it is disturbed. If the underneath of the

car is thoroughly cleaned these joints can be carefully examined, the rust treated, and the whole given a good dose if engine oil. (When work underneath the car has been completed, more oil, mixed this time with a little paraffin to thin it down, can be run down the wing-body joints from above to complete the rust protection of these

vulnerable areas.) In the same way the chassis frame can be properly examined while it is clean and subsequently treated to a good coat of oil, as can all those parts which are of steel and therefore need rust protection. Special products for chassis protection are another alternative to consider. But preservation of the car is not the only benefit to be obtained by cleaning the underneath. Close attention should be paid to the condition of all steering components and joints, and to the whole of the brake system. A hydraulic brake line may be loose or damaged, a cable may be frayed, or mechanical linkages worn. At the same time the hand brake system can be checked. This is the opportunity, too, to examine all those parts which are greased in normal servicing, to see whether grease is in fact getting through to the surfaces that matter. Armed with a grease gun it is possible to see whether grease inserted into a king pin nipple works its way through to the bushes (with the wheels jacked up to take the load off the king pins). If not, the nipple can be removed and washed before the procedure is repeated. So often a gun is wielded without achieving the essential result. If success in this matter is not obtained, the car, while still clean underneath, can be handed over for pressure greasing and examined once again.

The springs, of course, should be included in the examination. It is as well to have them sprayed professionally, but if the car is jacked up by the chassis frame rather than by the axles the springs are allowed to "relax," and a good coating of oil will subsequently work fairly well between the leaves. Further reference will be made to examination under the car, but first it would be as well to make some comment on cleaning the engine—for much oily dirt will find its way round to the bottom of the engine.

There are two popular methods of engine cleaning, one being to use petrol, paraffin or a proprietary compound sparingly, thus avoiding splashing electrical components and other vulnerable parts. With this method it is best to clean a fairly small area at a time. The other method is very simple, particularly when the operator is used to it, and it is widely employed in service stations. It is vastly quicker than the first method and is usually more effective. First the distributor head and h.t. leads are removed and the base of the distributor is covered with rag, the hole in the coil which takes



It is not enough simply to use the grease gun on any component. It is necessary also to see that the grease gets through to the vital parts. With king pins, for example, grease should he seen escaping above and below, as it is doing here.



The joint between a wing and the body is a typical place for serious rust to start, underneath the car, and it works round under the cellulose.

# TRADITIONAL TIME FOR PUTTING ALL IN ORDER

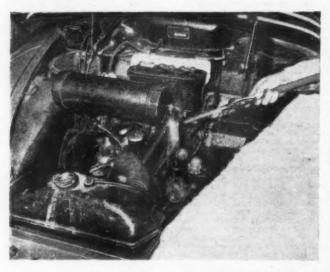
Below: Any leak of lubricant soon becomes caked in dirt from the road and a thorough clean is necessary before a proper inspection can be made. Right: This is a customary way of jacking up, but it does not permit the springs to sag and so facilitate their lubrication.





continued

# After the Winter



A proprietary engine cleaner has been used which turns milky when mixed with water during the hosing down). This is an effective method of engine cleaning provided that precautions are taken. In this illustration the rag over the distributor base, another over the battery vent plugs, and a third plugging the top of the coil can be seen.

the high-tension lead is plugged, and the vent plugs of the battery, carburettor air intake, fuse box and the like are covered. The proprietary engine cleaner is then used liberally with an engine brush and subsequently the whole engine is hosed down with ordinary cold water, care being taken only to avoid splashing the radiator too heavily. Water splashed in the honey-comb produces disastrous results on starting the engine when the electrics are unprotected.

All this is done while the engine is warm, and the car is restarted on completion of the job. Odd nooks and crannies can be cleaned afterwards.

A special benefit results from a good clean in this way because, before too much dirt starts collecting again, it is possible to spot any leaks. Petrol leaks, oil leaks, water leaks, hydraulic damper leaks—they can all be spotted more easily when the respective components are clean. Indeed, this is often the only way.

A general tightening of nuts and bolts, particularly remembering those securing the springs, dampers, exhaust system, and so on, should follow, the whole of the underneath of the car being for once left really clean and protected against the elements for a further period.

As has already been recorded in this journal, there is a growing tendency amongst manufacturers to recommend a lighter oil for all-the-year-round use. Many drivers, therefore, and particu-

larly those who use their cars mainly for short journeys, may be continuing with a grade of oil which used to be used only in the winter. However, if a change of grade is recommended, or if the sump is ready for new oil anyway, this is the time to do it. The old oil should, of course, be drained while it is hot, and it should go without saying that some special care should be taken to see that the sump drain plug is replaced securely.

But do not confine oil changing to the engine. Fresh oil will be welcome in the gear box and differential casing. remembering to use the correct type. And a word of warning. Before buying a supply of Extreme Pressure oil for the differential make sure that it can be inserted without special equipment. Many an owner has drained the differential casing and discovered that the filler plug is placed vertically in the side of the casing and very high up; in a position where fresh oil can be pumped only through a curved tube. Often this difficulty can be overcome by using an empty, clean grease gun with its valve removed.

# Touching on Tuning

It is not intended now to discuss the procedure for adjusting the ignition and carburation in detail, but this is a time when a readjustment should be made. A heavier summer grade of oil, if used, may possibly have upset the existing carburettor slow-running set-

ting. Here are one or two points worth watching: If the carburettor is unfamiliar, get an explanatory pamphlet from the manufacturer's agent before touching it, or get some more knowledgable friend to demonstrate first. Particularly, with an S.U. carburettor, do not be tempted to set the mixture too weak if you indulge in fast driving—and remember the S.U. dash-pot lubrication. (Detailed advice on carburettor attention appeared in the last issue.) Do not over-lubricate the distributor shaft; new contact points will be the most satisfactory action if

an appropriate service station.

While working on the ignition and carburation it should be remembered that this is Operation Spring, and more can be done than would be possible in ordinary maintenance. These extras include checking to see whether the h.t. ignition leads are perished. On older cars it is more than likely that they are, even if they do not look too bad. Replacement is cheap and

the old ones are bady pitted; or have the old ones reground by machine at



Pressing down the beading between a wing and body joint usually reveals the beginning of damage by rust. Thin oil run into the joints is a good precaution.

simple, and therefore worth while. Many a breakdown which has appeared baffling has been traced to leaking leads—particularly those which run in conduits. All the other leads should be included in the inspection, for splashed oil may have done a lot of harm, and all connections and terminals should be checked. Fuel feed attention should include cleaning the petrol pump and cleaning and inspection of the fuel lines right back to the tank. If the pump is electric turn on the ignition and see if the action of the pump produces any leaks. Another useful check is to turn on the ignition and see how often the pump ticks.

without the engine running. It there are no leaks the pump should remain silent or tick only occasionally once the float chamber has been filled, but if the pump ticks frequently there is probably a leak somewhere or a fault in t': adjustment of the carburettor. Remember that only slight seepage can have a deleterious effect on the more than ever important m.p.g.

On this spring occasion the question of what to do with anti-freeze is likely to crop up. It can be left in the radiator and brought up to strength when needed again, stored and tested before re-use, or discarded. If it is drained out a good opportunity is provided for flushing out the cooling system, and refilling, preferably with rain water (do not forget to remove the drain tap completely while flushing to get the sediment out properly).

### Water Joints

Some motorists aver that anti-freeze causes leaks and is therefore better taken out of the car during the summer, but this is not quite true. It has a searching effect and will seep out of bad joints which would nevertheless hold plain water. If the mixture is left in during the summer any new weakwhich will let anti-freeze nesses through will be spotted and can be cured. Then, when the mixture is brought up to strength in the winter, the system will be found sound. On the other hand, if the anti-freeze is removed during the summer and brought up to strength before replacement, the freshened mixture may start leaks at once and be a nuisance. is one other point: if the car has any tendency to overheat it should be remembered that anti-free: mixture mixture boils a little more easily than water.

The general answer? Drain off the mixture through the tap after it has been standing for a 'ime. Give the system a good flushing with clean water, removing the tap in the process, and finally replace the tap and the anti-freeze.

The bodywork must not be neg-

lected during this checking up operation, of course, although it is unlikely that after taking so much trouble with the car as a whole the owner is not going to give the outside a good polish, preferably finishing with a paste wax.

But this is not enough for the major operation of getting the car thoroughly up to scratch and well protected against all evils for a further substan-

tial period.

First step in body condition checking is to have a good look all round, and it is to have a good look all round, and it is sufficiently thorough very many—dishearteningly many—signs of decay are likely to be found. For example, the rain gutterings along the sides of the roof may appear to be perfectly sound, but if these are examined really closely signs of rust are almost sure to be found. This decay starts



Early signs of rust are often found down the edges of the doors, round luggage lockers and their lids, and so on. Now is the time to get it all arrested for the spring and summer.

just inside the gutter, or in the sharp upper edge which normally passes unnoticed. To cure this it may be necessary to repaint the offending areas, but at least the owner can at once arrest further damage and keep the rust under control in the future.

In the same way a close study of the areas round the windows, round the edges of the luggage locker and its lid, round the edges of the wings, doors, and so on, will be profitable. All defects can be put right before or after cleaning the car as a whole.

The next step is the removal of the trim panels on the insides of the doors. This is most important, for who hasn't seen doors rusting t'arough at the bottom? This rust does not start on the outside, where it would be spotted and cured. Water finds its way down inside the doors, and when the drain hole below becomes clogged rust soon starts. By removing the trim it is possible to stop any rust which may be forming and to give the vulnerable areas a rubbing with thick oil or grease. Before reassembling the trim make sure that any water which gets in can drain out.

### Rounding Off

T!: problem of dealing with damage and wear in the interior trim of the car is dealt with elsewhere in this issue (page 427). However, there are one or two points of cleaning technique which can be aired. The modern upholstery cleaner can be excellent, and leather and leathercloth seat and door trim can be cleaned with such products with great success. Seat slides should be thoroughly clean:d, and slightly oiled if necessary. Too much lubricant only collectidire and leads to further trouble. Plastic

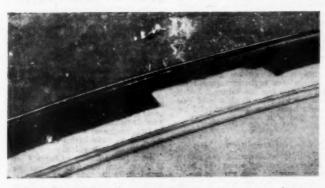


Leads, particularly high tension, should be examined for signs of oil, perishing or cracking. They are usually worse than they look.

facias and steering wheels do not lend themselves to special treatment other than a good rub with a clean cloth.

All this, primarily the cleaning and treatment of the underneath of the car, represents a considerable amount of work, but if it is undertaken systematically it is not a burden—and the res "is justify every ounce of effort put into the job.

Finally, do not forget to check that all your lamps are working. You will need them sooner or later, in spite of the long evenings, and 11.30 p.m. on a June evening is no time to start locating a faulty contact.



This view looks down into the rain guttering along one side of the roof. Rust has already taken a firm hold, although this is still invisible from normal eye level Points such as this should be checked.

# Disconnected Jottings

BY THE SCRIBE Drawings by Barry Appleby

# Cold Starts

THE most critical factor in starting under conditions of extreme cold is the design of the intake manifold, and this fact can be put to good account by motorists whose probably elderly cars are a bit temperamental in this respect, for it means that the most effective way of ensuring a cold start is to heat the manifold, the easiest method being by a hot-water bag plus a wrapping, placed in position while you cat the bacon and eggs. (Don't lorget to remove it after, or before, starting up.) Users of those little



A bit temperamental.

under-bonnet anti-freeze lamps might find that the best position for it to hang overnight is under the manifold, if the design of the engine and the available under-bonnet space allows this.

In the light of this fact about manifold design, it might be asked why inled manifolds are not specifically designed for cold starting, and the answer is that the perfect manifold for such starting is far from good for, say, high-speed running. Consequently manifold design, like most things in automobile engineering, must be a compromise.

# + + + Useful Life

ENGTH of useful life of a car is a subject that fascinates me. What is it, for various types of car, and what ought it to be for the ideal car? And is the figure sinisterly decided behind closed doors by a manufacturers' "ring" that calculates a maximum life of x years to be equal to a maximum profit for a lifetime?

Recently, I have seen an estimate, attributed to the makers of car electrical equipment, that the useful life of a car is five years. Curiously, that lines up with the life of a car I know that is beginning to "show its age." The service manager said to me, when I asked what was wrong with it, "At about that mileage (36,000) they begin to go to pieces. One thing after another goes wrong, and although we can keep the car on the road it is always in and out for something or other." The life of that car is exactly five years of being well looked after.

Of course, any or every part of a car can be renewed so that, in effect, a car



Ramifications of calculation.

can last a lifetime, but in reckoning the useful life figure you have to go a little deeper into the subject than merely how to make it last longer. You must consider useful life to be the period during which the labour and material demanded by the car cost less than the labour and material involved in scrapping it and replacing it by another (if and when!). The resultant ramifications of calculation are quite something.

In the light of present conditions I should like to see cars built for a life of twenty years. Then in one fell swoop we could throw away the sillier manifestations of the stylist and also return to the gorgeous glossy finishes still to be seen on Rolls-Royces with wire wheels and proud owners. But first cost might be high: correction—first cost would be high.

# Fast

DOUBT if Donald Healey would subscribe to the Johannesburg Star's rating for his product, the Nash-Healey. "The American-built 125 h.p. six-cylinder engine," says that journal, "is capable of a cruising speed of 120 m.p.h. and a maximum speed of 148 m.p.h." The Rand Daily Mail was a little less ambitious, giving the top speed as 120 m.p.h. and the cruising speed as a mere 100 m.p.h. The bodywork, however, was described as being by "Farilli."

Inaccuracy in motoring matters is international, and a little of it can be ascribed to the human element, and excused. But a lot of it is sheer carelessness—the wilful carelessness that writes rubbish without even using common sense in the subsequent reading of what one has written. And if that cap fits some heads a good deal nearer home than South Africa I am very glad of it.

# Misapplied

THERE is something particularly cheap-looking about the burly motor cycle cop who has just caught a motorist in the act of speeding and who is taking particulars through the window. The other morning I saw an example of this mis-

direction of energy that also nauseated me—on Kingston Hill, in Surrey. I had been squeezed ruthlessly and de-liberately at the bottom of the hill by a petrol tanker whose brand will obviously not enter my tank for many, many months (more oil companies might remember this type of psychology). Within sight on the right of the road was a blue Austin A.70 at the kerb, with a police motor cycle ahead of it, and the rider just finishing his business at the window. The driver of the Austin was a Servicewoman, and she had, presumably, been caught exceeding the statutory limit.

All right; there is no excuse, ad-



mittedly, even though the gradient at this point is considerable, and to hold a car down to thirty calls for brakes or third gear. But I wonder who was the more likely to endanger life, the girl in the car at thirty-plus or the driver of the tanker who used his weight and a central island to intimidate me?

# \* \* \* \* F.w.d.

RUN in a Citroen the other night recalled to me the arguments in the Correspondence columns regarding cornering with front-wheel drive, and it so happened that a damp road surface gave the opportunity to try various experiments on the open corners of well-known route. I managed to induce a slight skid at the rear on one corner, and on another with a very uneven road surface I was able to induce the front to "patter" about six inches towards the outside of the bend while hauling it round hard. Under all conditions encountered the car felt safe, and I thought at the time, as I have thought before, that there was nothing about it to suggest that the front wheels were doing the impelling. It behaved, in fact, exactly as a rear-wheel drive car behaves, while having the stability for which the make is renowned.

Every time I handle a Citroen I say to myself that this firm has put the gear lever in the right place if it must come off the floor. The facia change has none of the awkward motion of some steering column changes; one takes to it as a duck takes to water.



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by

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Shell and BP Service Station about the new

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# NEWS and VIEWS

# Still No Branded Fuels

IN the House of Lords last week Barl Howe asked the Government what were the relevant considerations governing the decision not to approve the introduction of branded petrol, and whether it was realized that this might have repercussions on engine design and manufacture as compared with cars produced in other countries.

The Earl of Selkirk, replying for the Government, said it was desired to permit oil companies to return to the pre-war practice of marketing premium brands of motor spirit as soon as the economic and financial position of the country made it possible to do so. The effect on engine design was appreciated, but at the moment it was essential that output from all refineries in the sterling area and from all refineries owned by British companies should be increased to the maximum. Unfortunately, the manufacture of premium brands of motor spirit would mean the sacrifice of quantity for quality and could not be authorized at the moment. This statement is criticized in a leading article on page 407.

### **December Registrations**

CARS registered for the first time in December, 1951, totalled 9,736, a low total, as is shown by the figure for the year of 136,182. Of the December total, 574 were cars that were not new but were registered for the first time during that month, and a figure of 7,847 represented similar cars included in the whole of the 1951 total.

# Road Research

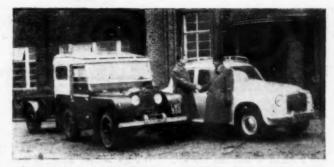
THE year's work of the Road Research Research, 1950, just published by Her Majesty's Stationery Office at 3s 6d (90 cents U.S.A. and 3s 8d by post in Britain). The Report contains accounts of work which has been described in detail in this journal from time to time, and has, as its most depressing item, the news that the average journey speed of traffic in London decreased during 1950 by 0.5 m.p.h. to 10.9 m.p.h.

# Selected Representation

In the last review of petrol prices, the activities of the oil companies in promoting exclusive selling arrangements ("selected representation") were not taken into account, said the Minister of Fuel and Power in answer to a recent question. He was, however, seeking further information about them.

question. He was, however, seeking further information about them.

The questioner (Mr. W. Shepherd) asked if the Minister was aware of the restriction of consumer choice involved and if he would consider referring the matter to the Monopolies Commission. He reiterated the recent reply of the President of the Board of Trade on the subject to the effect that the suggestion would be considered.



Mr. R. E. Butcher (left), export sales manager of the Rover company, bids bon voyage to Colonel A. Le Banc, who is going to spend some two and a hair months developing service facilities overseas. He will cover nearly 12,000 miles, accompanied by a member of the service staff and the two vehicles.

# Spain This Year?

GOOD news for travellers to Spain has been provided by Señor Luis Bolin, head of the Spanish State Tourist Department, who addressed a press reception in London recently. He made the claim that Spain now provided the best value for sterling obtainable in Europe. He quoted the price for the finest sherry, "fourpence a glass in the Seville region." Spain is hard at work on a hotel building programme, he said, and work on the much needed road improvements was going ahead.

# S.J.C. on Lighting

A REPORT on the lighting of vehicles has now been published by the standing joint committee of the R.A.C., A.A., and R.S.A.C. Rear lighting naturally assumes the greatest importance, although the recommendations seem to fall short of the really useful conclusions announced after the Road Research Laboratory's recent investigation. The report has been submitted to the Ministry of Transport.

### School for Service

WITH so many old cars having to be kept in commission, service becomes more important than ever. Many manufacturers recognize this and go to great lengths to ensure that their agents shall have the best possible facilities for training their staffs and for keeping them up to date. Recognizing the special importance of this overseas, Joseph Lucas,

Ltd. have organized the Lucas Overseas Training School, at Hove, Sussex, where representatives from their agents abroad take a three weeks' course which covers theory and practice.

The course is for men who already have a good grounding in their electrical training, and is limited to eight students to ensure the maximum personal attention.

# Polishing with Paper

IT is not often that one finds a link between the specific needs of a motorist and paper tissue handkerchiefs, apart, of course, from the latter's obvious use. Recently, however, a small parade was given to demonstrate the different uses to which Kleenex tissues can be put, and a little girl in a red model racing car was pushed for a few laps around a circuit in an enclosed room while it was shown how the car's windscreen and enamel coachwork could be effectively polished with this type of paper tissue.

### More Price Increases

PRODUCTS of the Ford company, and the Jensen Interceptor, now carry increased prices. The new prices, with the previous totals for comparison, are as follows:—

	Old	Tol	ial	Price	New	To	tal
Ford:	479	8	d	830	514	16	6
Prefect Consul Zephyr	572 717 816	7	See	390 495	608 771 872		40
Jensen:	016	116	0	360			
Interceptur	2.257		(3)	1.700	2,645	18:	1.0

# A LANCASHIRE MOTORWAY

AN exhibition assembled by the British Road Federation was opened (without the usual ceremony) at the City Library, Manchester, on Monday, March 17. Its primary object was to call attention to the need for a motorway extending from the Mersey to the northern border of Lancashire, in order to expedite north and south traffic and to relieve the congestion which now prevails in-Warrington, Wigan, Preston and Lancaster through which the trunk road passes.

The present route, comprising A49 and A6, is 63 miles long, 30 miles of this being in built-up areas subject to speed limit. Only half the total distance has a width of 30ft or more and there are 150 official warning signs of various types, not to

mention 74 pedestrian crossings and 520 intersections. The proposed motorway will enter Lancashire from Cheshire to the east of Warrington, skirt the western side of Wigan, then incline to the east of Preston and thereafter follow the existing

road closely to Lancaster and beyond.

At a luncheon to which the B.R.F. invited the Lord Mayor of Manchester, the mayors of other rowns concerned, the Lancashire county surveyor and other representatives of local authorities and industry, the Lord Mayor of Manchester agreed that all present recognized the need for the proposed motorway, but reminded the company that finance, materials, and available labour presented problems that seemed insoluble under present world conditions.

# NEWS and VIEWS

continued

### Le Mans Tours

A RRANGEMENTS have been made by Cook's Autotravel Service for visitors to the Le Mans 24-hour race on June 14 and 15. Weekend trips by rail or air cost from £22 10s to £24 10s. Details are available from Thos. Cook and Son, Ltd., Berkeley Street, Piccadilly London, W.1.

Shell Appointment

IN succession to the Hon. F. J. Hopwood, Mr. F. A. C. Guépin has been appointed a director of Shell-Mex and B.P., Ltd., and of Scottish Oils and Shell-Mex,



Mr. F. A. C. Guépin.

Ltd. Mr. Guépin became managing director of the Anglo-Saxon Petroleum Co., and the Shell Petroleum Co. in London, in January, 1950.

# Spares on the Beam

NOW in operation with The Car Mart, Ltd. is a radio-controlled spare parts service, which is likely to prove a considerable economy and aid to efficiency. Vans delivering spares in the London area can be redirected on the route from a central control installed in the stores at the Car Mart depot at Welsh Harp, Hen-

The system means that location of a van and elaborate telephone calls are avoided, and incoming requirements can be immediately dealt with by the van nearest the particular area. It is also possible to transfer spare parts from one van to another while on the road. The system has cost the company some £1,200.

### V. R. Rook

M.R. V. R. ROOK, aged 49, died suddenly after a short illness on March 29. He was honorary secretary for a number of years of the London Centre of the Motor and Cycle Trades Benevolent Plund. He was the head of the Registers Department of the S.M.M.T., and had occupied that position for five years. He joined the S.M.M.T. in April, 1925. The funeral was held at St. Marylebone Crematorium on April 3.

# BOOKS RECEIVED

Let's Halt Awhile in Britain. By Ashley Courtenay. Published by Ashley Courtenay, 1.td., 68, St. James's Street, London. S.W.1 Price 8s 6d.

Do you remember an inn, Miranda? Mr. Courtenay has remembered several for his 19th edition (which to some extent speaks for itself) of this guide, which is designed on the "personally recommended" system, and, in fact, is probably the prototype of such guides. Hotels are described from Ballater to Boscastle and none appears which is not outstanding in some particular respect, and all must be either known personally, or by close reference, to the author. There are attractive photographs in the new edition, which should prove an admirably guided missile in the cold war to convince visitors to this country that it does produce at least some good food.

The Book of the Weiseley. By W. A. Gibson Martin. Pitman's Motorists Library, published by Sir Isaac Pitman and Sons Ltd., Parker Street, Kingsway, London, W.C.2. Price 5s.

Now in its third edition, this handbook is intended as a guide to the whole range of Wolseley models, and contains descriptions, maintenance instructions and other details of the Four-Fifty, the post-war Eight, Ten and Twelve models, and of the 10-40 and 12-48 power units.

Weer Oral Driving Test. How to Pass It. By R. F. Towl. Pitman's Simply Explained Series. Published by Sir Issac Pitman and Son. Ltd., Parker Street, Kingsway, London, W.C.2. Price Is 6

Apart from other details to assist candidates in the driving test, this book con-

sists of a list of questions and answers designed to cover the possibilities that may occur in this, for many the most difficult, part of the driving test.

Not Sixty Miles from London. By Gordon Cooper. A Fornight by the Italian Lakes. By Commander R. E. Studd.

A Fortnight in Brittany. By Leslie Bransby. Published by Percival Marshall, 23. Great Queen Street, London, W.C.2. Price Is 6d each.

The home counties, i' laghi Italiani, and the French "Conwall" are the subjects of these three titles in the Fortnight Holiday Series, which aims at striking a (quick) balance between the chart and the chat, the factual and the pleasantly fatuous. The foreign guides deal with transport, food, currency, and so on, and form a handy introduction to the lands in question.

Autocycles and Cyclemeters. How to Get the Best from Them. By the staff of The Motor Cycle. Published by Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.I. Price Is.

Everyone, from doctor to dustman, is now familiar with the useful little cycle auxiliary motors that have been appearing in such numbers. This is a most valuable book, designed to assist the user in maintenance, running and general understanding of his machine, for those who, though owners, are not likely to have had much previous experience of motor vehicles. It is compiled in friendly style by the staff of a journal which has conducted tests of most of these machines as they have appeared.

the amateur can, however, . . .



"Here we are, chapter six, "the head cloth . . . ""



Hele '

# "When can I give your car a new lease of life?"

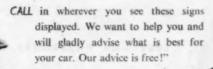
MORRIS

"LIKE a lot of other things, a car is all the better for being properly looked after.

WOLSELEY

MAYBE the chromium and the cellulose on your car are scratched in places, but it does get you around and it's very well worth while to keep it in trim. I'm with one of more than 3,000 Nuffield dealers throughout Great Britain who will gladly give advice and help. Our mechanics have to be trained to do

a skilled job—whether it's a complete overhaul or a simple replacement of a part that is past its best. We all stock genuine spares and know they give better service than imitations, which often look the same\_yet seldom last so long. Riley







NUFFIELD ORGANIZATION

Overseas Business: Nuffield Exports Limited, Cowley, Oxford, and 41 Piceadhy London, W.I.



Keep your car on "all fours"

It's elementary to keep the front tyres paired and the reartyres paired for pressure, but do we? It may be desirable on occasion to raise the rear pressures to compensate for increased loading but the tyres should still be balanced in pairs. This is the way to ensure the most comfortable motoring-and the most comfortable motoring is least expensive for it means longer life to the tyres as well. The sure way of keeping your car on "all fours" is to check the tyres regularly with your own Schrader gauge.

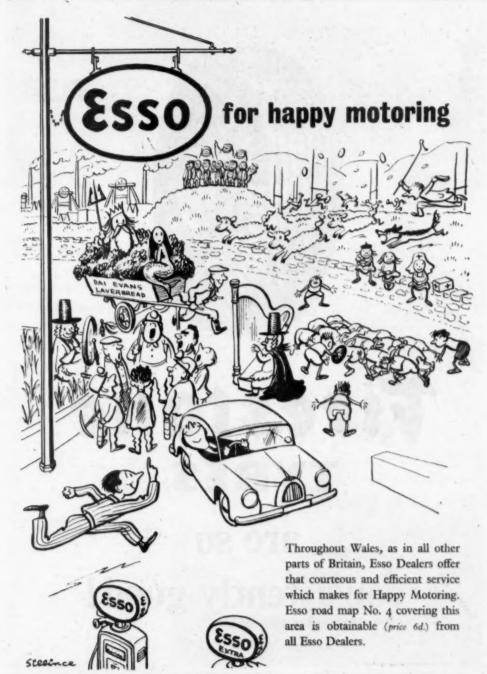
THE PRESSURES REGULARLY

WITH A

Schrader

And don't forget to see that the value cores are undamaged and kept protected with value caps.

SCHRADER'S SON . BIRMINGHAM . ENGLAND



3880 PRIROLEUM COMPANY, LIMITED, 36 QUEEN ANNE'S GATE, LONDON, S.W.1



# Firestone

are so consistently good!



Competitors got away on time from Hastings in threatening weather. Snow fell lightly but steadily and worse was in store. is F. M. Baker, of Brighton, in an M.G.

# Target Scarborough

SNOW AND SLEET MAKE R.A.C.INTERNATIONAL RALLY TOUGH FROM THE START

HERE is no doubt at all about the surprise which faced over 240 drivers at the start of the second A.A.C. International Rally of Great Britain last Monday morning. The Daily Telegraph sponsored the event. Gone were Telegraph sponsored the event. One were the warmth of spring, the sunshine, the flowers and the new green leaves. In-stead were the conditions more usually associated with the famous Continental rallies. Snow lay everywhere and, although Hastings starters did not know it, many of them were to get trapped, at least tem-porarily, behind snowploughs in the best Monte Carlo tradition.

At Hastings, where competitors had assembled in force and "got together" the previous evening, 8 a.m. saw the previous evening, 8 a.m. saw quite a busy sea front despite the continuous snow showers and cold gusts of wind. Several of the more hardy competitors scorned the comforts of hoods despite the weather, while others enjoyed all the mod. cons. of heater, radio and special rally equipment. Minute by minute, car by car, the 112 crews got away, a surge of interest or excitement welling up as well-known drivers—like Gatsonides came up to the start.

came up to the start.

Each lady competitor received a small bouquet of flowers at the start, and as Mrs. Lorna Snow was prevailed upon to climb out of her XK for the presentation, spectators were able to take a peek at the Jaguar-skin upholstery and admire the complete ensemble. Two Porsches also received on internet interest. aroused an intense interest

Most drivers avoided London on their route to Silverstone, but several cars which took the London road got held up for a fairly considerable distance behind snow-ploughs and heavy traffic which was forced

to keep well out in the road to avoid the snow banks. Meanwhile, Scarborough starters were doing rather better. They had bright sunshine early on and the snow was not encroaching on the northern roads to the. same degree as in the south. Bob Foster, best known as a racing motor cyclist, had spent 14 hours getting from Bournemouth to Birmingham on the way up and was already well practised with a shovel.

### A Challenge

Certainly, by the time all the competi-tors were off, the stage was set for a rally which promised to be a great deal more difficult and exciting than was thought possible a week or so earlier. A considerable number of competing

ars travelled to Silverstone via Amersham,
Aylesbury and Buckingham, Although
much the same conditions applied over parts of this route, yet it was in the main clear and caused no great difficulty; but those unfortunates who decided to cut

straight across the Metropolis and proceed straight across the Metropolis and proceed up the Watling Street were in far worse plight. Not only was this trunk road more affected, in parts, by the heavy snowfalls of the previous few days, but also, at Dunstable, an accident involving a large bus blocked the road completely for some time, and a traffic hold-up ensued which at one time involved a line of traffic three miles long. Here again, the side roads were blocked, and car after car was to be were olocked, and car after car was to be seen trying first one cut through and then another, while the precious minutes ticked away. Even D. H. Murray, driving his Le Mans Replica Frazer-Nash, with W. L. Innes as partner, lost so much time in the combined succession of hold-ups and detours as to arrive at Silverstone almost

detours as to arrive at Silverstone almost an hour behind time.

As remarked, the Scarborough starters were, in comparison, having an easy time of it. True, the scare of deep snowfalls had impressed many of them to such an extent that the supplies of snow chains and other emergency appliances in the town were well-nigh exhausted well in adthat for this first part of the journey, at least, conditions were not nearly so bad as expected. One or two retirements were caused by minor accidents and mechanical failures; one of the XK120 Jaguars was to



Javelin follows Jupiter—in other words, T. C. Wise is followed through Oxford by Marcel Becquart.

# Target Scarborough

- continued -

be seen at a standstill with the tail well and truly dented, while another accident involved a competing Hillman and a lorry. But the vast majority arrived at Silverstone according to plan.

some according to plan.

And, when they reached Silverstone, it was to find that the speed test round the circuit there had been cancelled! Here the sun was shining, and what snow there was was confined to the grass surrounds, and the track itself was no more than wet—yet the decision had been taken to cancel the proceedings there, and that was that. This almost inexplicable step had apparently been taken very early that morning; but, before the first competitor had arrived on the scene, the condition of the track had improved to the point where it was no longer snowbound in the slightest, and the test could safely have been proceeded with according to plan. This decision was naturally very unpopular with competitors, who merely had to wait at Silverstone for an hour and then proceed on their way.

They next had to report at Bridport, and on the way there met still more snow, which in places again necessitated enforced detours. From here the route up to Castle Combe aerodrome, in Wiltshire, presented few problems, although ice was forming on exposed parts of the roads. By this time it was dark, of course, and at Castle Combe competitors had to undertake a manoeuvring and reversing test by no other light than that provided by the cars' own lamps; this was an excellent test, notably good performances being those of J. M. Readings (M.G. 1½-litre saloon), G. A. Folley (M.G. TD) and L. G. Johnson (Jaguar XK120).

### Into Wales

From there the road lay north and west, across the River Severn at Gloucester, round the southern Welsh loop and back at 6 a.m. on Tuesday, to Llandulas.

back, at 6 am. on Tuesday, to Llandulas. This marked the beginning of a speed test over the military range on Eppynt plateau, in which competitors had to cover a winding downhil section of narrow road, something over two miles long, against the watch, the average time taken by cars in each class determining "bogey," as it were, for exceeding which competitors were penalized. Unfortunately, considerable delay resulted here as the result of difficulties with the military-manned radio telephone units used in connection with the timekeeping. A. G. Imhof was extremely fast with his Cadillac-Allard, other excellent runs in the early part of the programme being made by Leslie Johnson—again!—and H. C. O'Hara Moore's Frazer-Nash, in spite of a carburation misfire.

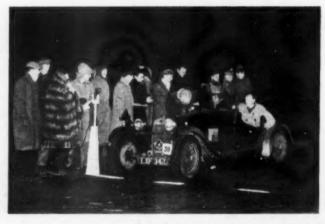
Tuesday, in point of fact, turned out a beautifully sumny day, and traces of snow were indeed scarce in the Welah hills, even at the top of Bwich-y-Groes, which competitors had to surmount nonstop. An unexpected failure here was that of George Hartwell (Sunbeam-Talbot), who appeared to miss a gear change.

So the cars proceeded on their way north, to Blackpool, for the first night stop of the Rally, and with the prospect of an early start for Edinburgh on Wedaesday morning; thence to the Highlands, with a climb at Rest-and-Be-Thankful, and then again southwards after a loop in the mountain.

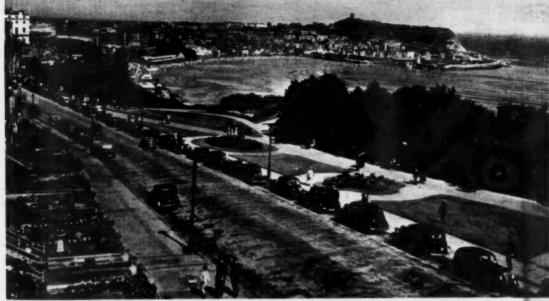


"Oh, to be in England"! R. B. Cade's Triumph Renown shoots the gap near Silverstone while a roadman plies the shovel in the rear and (below) R. A. Dando gets a move on in his Sunbeam-Talbot in the same area. in spite of the encroaching remnants of the snowdrifts.





At Castle Combe on Monday night—A. D. C. Gordon (H.R.G.) at the start of the manostroring test, which involved entering two bays, one forwards and the other in reverse.



A portion of the Esplanade at Scarborough, on which the competitors will park their cars after completing the road section.

# THE END OF

This morning (Friday) the competitors in the R.A.C. Rally of Great Britain are undergoing a regularity test in the Lake District, and the first of them should arrive at the finishing point of the road section in Scarborough shortly after 2 p.m. today. Tomorrow, Saturday, will see the final test of all—another regularity test, this time round the Oliver's Mount circuit on the outskirts of Scarborough, familiar to many as the scene of motor cycle racing. In this, in which only the

leading competitors will take part, cars will be required to cover the circuit at a set average speed. Check points will be set up to divide the circuit into several parts, each of which must be traversed in a certain time for the average to be maintained. In all probability, this test will be responsible for determining the winners of the three classes into which the rally is divided. The first competitor will start at 9.30 a.m., and the last should have completed the course by 1 p.m.



Part of the Oliver's Mount circuit, some of tomorrow's final test. Spectators get a good view from the rising ground.





CARS DESCRIBED

There are separate exhaust systems to each bank of cylinders with outlets just ahead of the rear wheels. The instrument dials seem a little small for a very fast car, but the layout is simple and functional.

# New Cunningham Sports Car

# ALL-AMERICAN TWO-SEATER FOR INTERNATIONAL COMPETITIONS

IN 1950, Briggs S. Cunningham, millionaire American yachtsman and avid collector of cars both old and new, achieved a life-long ambition by entering a team of American cars in a premier European race. He brought over two Cadillacs for the Le Mans 24-hour race, one a standard saloon model and the other fitted with an ugly but effective open two-seater body. The expedition made a good impression on European observers, for the thoroughness of its preparations and the two cars finished tenth and eleventh in the classification, covering 1,956 and 1,951 miles in the twenty-four hours.

This promising beginning encouraged Cunningham to embark on the preparation of the team of special cars for the 1951 race. An existing tuning business was acquired and expanded into a compact but well-equipped organization which

set about building a team of cars under the name of the B.S. Cunningham Company, with headquarters at West Palim Beach, Florida. In June last year the Cunningham équipe astonished the French inhabitants of Le Mans by arriving with three race cars, a variety of practice cars and a quantity of spares in hundreds of packing cases such as had not been seen even in the days of the German Grand Prix racing teams. They even brought over their own electrical generating plant. No expense or effort had been spared, but the cars were not ideally suited to the job. They were powered by modified Chrysler V-eight engines with four carburettors, which gave plenty of power, but the cars themselves were altogether too big and too heavy. Front suspension was by coil springs and wishbones, there were De Dion axles with coil springs at the rear and the general layout was attractive, but the cars were

burdened with such bulky impedimenta as two-way radio installations. There were also eight-station thermocouples by which the driver could read the temperature of the gear box, final drive or any of the four brakes. Such equipment is merely distracting, and the information it produces is almost certain to be depressing to the driver during the ordeal of a long-distance endurance race in a really fast car.

fast car.

One car crashed at seventy-six laps, another skidded off the road and retired damaged at ninety-eight laps, and only one finished the course. This car was severely slowed by engine trouble towards the end and finished eighteenth in the general classification, having covered 1,875 miles. It was not a very great reward for the expenditure of so much cash and effort, but there was some consolation in the races back in the United States, where the Cunningham showed its paces by winning the Elkhart Lake, Wisconsin, road race, following up with first, second and fourth places in the Watkins Glen Sports Car Grand Prix, America's premier road-racing event.

# Completely New

However, the lessons of Le Mans were not lost on Briggs Cunningham, who already numbered a Ferrari among his own cars, and had had a good look at the KK120C Jaguars. When he returned to the United States work began on the design of an entirely new car and the first examples have just been completed. One should have appeared in the Sebring 12-hour race in Florida, on March 15, but was not ready in time. It may be taken for certain, however, that the new cars will be seen at Le Mans.

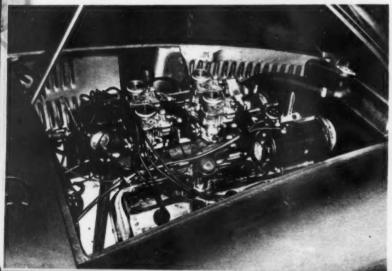
This new Cunningham, known as the CAR, is much more the kind of car re-

This new Canningham, known as the CAR, is much more the kind of car required for international aports car races. It is light, compact and devoid of irrelevant equipment. As the first serious all-American contender for twenty years, it represents a bold challenge to the established European factories engaged in

sports car racing.

The power unit of the C4R, as of the previous Cunninghams, is the Caryaler Veight of 5,424 c.c., but the output is greatly

A forward opening bonnet lifts to reveal the Chrysler V-eight engine with four downdraught carburettors feeding into buffer-ended manifolds. The single water outlet to the radiator header tank is a surprising feature on a 5.4-litre engine delivering 55 b.h.p. per litre. Ignition is by a single distributor driven from the camshaft.





Seen here against the background of its native Palm Beach, the new C4R Cur ham has a compact and businessilke appearance. The centre-lock magnesium wheels have 7.5oin section tyres in the photograph, but 7.0oin is the standard

increased. Last year, the Chrysler experimental department collaborated exensively with the Cunningham organization before Le Mans, producing new cambafts and manifolds and designing conventional tappets to replace the hydraulic valve lifters for competition work. Since then, further changes have been made. This is, of course, the only production American engine to have hemispherical cylinder heads, and offers considerable possibilities of development. In its latest form, it uses four downdraught Zenith carburettors on two buffer-ended manifolds, and, with a compression ratio of 7.5 to 1, an output of no less than 300 b.h.p. is claimed at 5,200 r.p.m.

Ignition is by coil, with a single distributor in the centre of the V at the rear of the engine, driven from the cambaft. Centrifugal and vacuum advance are employed and the 6-voit battery is of 130 ampere-hour capacity. The fuel system employs both mechanical and electrical pumps to draw fuel from the Squillon tank in the tail. The engine lubrication system incorporates a full-flow filter and the sump has a capacity of 13 gallons.

Obviously no space has been wasted in

gallons.

Obviously no space has been wasted in fitting this large and powerful engine into a two-seater sports car which has a wheelbase of only 100in and the absolute minimum of overhang at front and rear.

Transmission is through a single-plate dry clutch and a five-speed gear box, in which the fourth speed is direct and fifth is geared up. At the rear is a conven-tional axle, which has presumably been adopted because it is lighter and takes up less space than the De Dion layout used last veez.

less space than the De Dion layout used last year.

The chassis frame is built up from steel tubes, to which are welded the main frame members of the open two-seater bodywork. Front suspension is by double wishbones with coil springs, and coil springs are also used at the rest.

Dampers are the Chrysler Oriflow piston

### Ventilated Brakes

A good deal of attention has obviously been given to the braking system, and the drums have closely spaced radial fins which project beyond the wheel rims, while air scoops are fitted to the back plates. The general line of the bodywork makes it a worthy recruit to the flush-sided modern school exemplified by the 120C Jaguar, the Mille Miglia Frazer-Nash and the Barquetta Ferraris, but care has been taken to cut back the front panelling below the head lamps in a way which allows a stream of air to play on the front brakes. Unsprung weight is reduced by using cast magnesium alloy

The cowling is radiused at the front to allow air to reach the brakes. The drums have closely spaced radial fins and there are air scoops on the back plates. Front suspension is by coll springs and wishbones.

wheels. These are secured by centrelock nurs and locating pegs by a similar
arrangement to that used on the wheels
employed by B.M.W., Veritas and FrazerNash.

The cockpit of the latest Cunningham
shows a new spirit of susterity, in contrast with the lavish instrumentation of
last year's cars. The dials seem to be
rather small, bearing in mind that they
may have to be read at speeds of 140
m.p.h., but most unnecestary items seem
to have been eliminated. There are two
deep bucket seats fitted with the safety
belix which are popular with American
drivers, and where possible the cockpit
is padded with foam rubber.

The Cumningham C4R will rank as a
production sports car, as an initial batch
of at least twenty-free cars is being built
during 1952, and a further fifty units are
already scheduled for 1952, but no price
las yet been announced. It represents a
serious and well-financed American effort
to produce a car which will compete on
equal terms with Europe's best in performance, road holding and preparation.

# SPECIFICATION -

Engine.—V-eight, 96.8 × 92.1mm, 5,424.7 c.c. O.h.v., pushrods. Four Zenith down-draught carburettors. Compression ratio 7,5 to 1. 300 b.h.p. s 5,200 r.p.m. Max. mrque, 312 lb ft at 2,000 r.p.m.

Transmission.—Single-plate clutch, 5-speed gear box with geared-up fifth. Conventional rear asle. Overall ratios 2.92, 3.36, 4.12, 5.59, 7.72 to 1.

Wheels, Tyres and Beshes.—Magnesium ac centre-lock wheels. 7.00-16in tyres ydraulic brakes with 13in drums. Mechani I hand brake on rear wheels.

8ft 4. Oversia beight to Dimensions.—Wheelbase 8
4ft 6in front and rear.
12ft 11in; width 5ft 4in; in
3ft 3in. Ground clearance 3ft 3in. Ge 2,410 lb (app



The noble Schiehallion peak (3,547ft) reflected in the waters of Loch Rannoch.

HE Grampian Mountains cover so much of the Central Highlands that it would take a very long tour to cover this area even by such roads as are available. The majority of the roads maintain a comparatively modest elevation by keeping to the glens, but to the south-east of the Grampian area, in the Breadalbane district, it is per-fectly feasible to plan a circular tour taking in some of the highest roads accessible by car in the whole of the Central Highlands. Appreciation of mountain scenery is best obtained from a high viewpoint, and the route which I fol-lowed gives splendid motoring, although one or two of the road passes still involve rough going. My interest was not solely concerned with the high spots, and I was able to extend my itinerary to include outstanding river and glen scenery and many places of historic interest. scenery and many places of historic interest.

Highland journeys are rarely twice alike, owing to constantly changing atmospheric conditions. To see the mountains at their best do not pray for the weather to be fine and warm; it is much better to hope for sunshine and showers, with colourful clouds and crystal clarity. There

showers, with colourful clouds and crystal clarity. There is a rich luminosity and beauty of colour at such times. I began my journey at Crieff, a modest little Highland town clinging to a hill in Strathearn and one of the best touring centres in Perthahire. If you want an introduction to Highland scenery climb to the Knock, a hill whose modest summit (911ft) commands astonishingly widespread views. The Falls of Turret are a mile up the glen, and it is better to walk as a permit is necessary to take a car.

is better to walk, as a permit is necessary to take a car.

North of Crieff I came to Sma' Glen, a pocket edition of
a Highland glen on sufficient scale to merit lavish adjectives

a Highland glen on sufficient scale to merit lavish adjectives if it had turned up, say, in southern England. A huge boulder, about eight feet high, situated between road and river, almost opposite Dun More, of Fingalian fame, is said to cover the site of Ossian's grave.

At Amulree, to the north, is the road junction of the route leading to the notorious Amulree Hill, which climbs to 1,672ft, followed by a stiff descent to Kenmore. It would have been interesting to have climbed this pass, with its bad turns and 1 in 4.3 gradient, but my route led eastwards,

# ADVENTURES

UPS AND DOWNS OF

Loch Tay and the Breadalbane hills, looking south-west from the Bridge of Balgie on the Loch Tay mountain road.



and, except for a short diversion along a good road to Loch Freuchie, exploration was left for another day. My imme-diate concern was with Strath Bran, between Trochrie and Dunkeld, where the glen dips into dense woods and the River Bran pursues a frenzied course between the preci-Dunkeld, where the gien dips into dense woods and the River Bran pursues a frenzied course between the precipitous walls of a rocky gorge. About a mile and a half beyond Trochrie a rough cart track diverges to the left and leads down to a solid little bridge built stugly across the top of the gorge. On the left are Rumbling Bridge Falls, generally a thin trickle but when in flood one of the most awe-inspiring scenes in Scotland. I went there once after nearly five weeks of continuous rain, and the bridge itself was quite invisibl: in clouds of spray. By careful maneuwring I was able to overlook the fall, which fell in one tremendous swoop of yellow water, as thick as a house side. The chambeneath was a "tupendous and unnerving sight.

Of great interest are the Hermitage Bridge and all that is left of Ossian's Hall about a mile lower down the glen. The river is in a wooded ravine with the main road high above. I am told there is a hazardous route down from the cottage at Dundonachie, but by far the best route is to drive down a rough track leading to Inver, cross the Bran and park the car near the start of the footpath leading to the Hermitage. The walk is less than a mile and the path

The walk is less than a mile and the path keeps beside the river until you come to an ancient, pic-turesque single-spanned stone footbridge covered with moss and forms and set immediately before an impressive water-fall. Bridge and river are shaded beneath a canopy of trees and on a sunny day this beautiful place is a fairyland. The music of the water, the vivid colouring and the unspoiled

# GRAMPIANS

CENTRAL SCOTTISH MOUNTAINS

natural beauty combine to form a blend I have never seen surpassed. This exquisite scene is preserved by the National Trust for Scotland.

Near the bridge an empty shell of a building is seen perched above the Hermitage Falls. Very strange is its story. After its construction in the 17th century it became one of the showplaces of the Highlands, attracting such visitors as Burns and Wordsworth (although the latter was not impressed). Visitors were confronted by an enormous painting of Ossian, behind which was a hall with a wide window directly above the Hermitage Falls. Mirrors in the roof and walls reflected the thundering cascade so that

# by G. Douglas Bolton

wherever one looked there was the tumult of many waters. The Hermitage was blown up in 1869, later rebuilt, then again badly damaged; now all that remains is a hollow

again badly damaged; now all that remains is a notion shell with a sheer drop to the seething river.

There is a good view of the Tay and Dunkeld Cathedral from Telford's Bridge, crossed by A9, the Scottish continuation of the Great North Road. I followed this famous highway to Pitlochry and turned off up the steep ascent to Moulin for the sake of the gentle walk to the top of Craigower, one of the finest viewpoints in the district

Hydro-electric schemes now detract somewhat from the beauty of the Tummel Valley. I visited the Falls of Tummel, making my approach from Clunie Bridge, but saw nothing beyond a mere cataract well hidden by trees. Another diversion to the Queen's View on the Tummel Bridge other diversion to the queen's view on the runnier stronge road revealed little change in this noteworthy Highland panorama of mountain and rock beloved by Queen Victoria. Time will eventually smooth out the irregularities resulting from the great engineering upheaval in this valley, and the road to Rannoch will come back into its own. There is a



wonderful view of the Pass of Killiecrankie from the bridge

wonderful view of the Pass of Kilherrankie from the bridge across the Garry at the start of the Rannoch road, but the best view of all is from a narrow bridge to the west of A9, just beyond Kilherrankie station. This bridge overlooks the Soldier's Leap, a savage piece of rock and river scenery far down in a wooded ravine.

A day looking round Blair Castle, ancestral seat of the Dukes of Atholl, is well spent. This magnificent mansion, dating from the 13th century, is open to the public during the summer months from 11.30 a.m. to 6 p.m. and you can get light refreshments at the castle. There are fine collections of china and lace, many Jacobite relics, a rich array-of tions of china and lace, many Jacobite relics, a rich array of family portraits, and various souvenirs of that indefatigable

The falls of Edinample, deep in their ravine.









Scottish tourist, Queen Victoria. I was especially impressed by the ballroom, with its gleaming floor and weapons and antlers on the walls.

The Dalnacardoch-Trinafour road was in bad shape and it would have been much better to have taken the short cut from Struan up Glen Errochty. The hairpin bends on the descent to Trinafour were only just possible at full lock. A much better road led onwards to Loch Rannoch, a typical Grampian loch, and the graceful proportions of Schiehalion (3,547ft) were reflected to perfection in the still waters. It is possible to drive right round Loch Rannoch, but the continuation to Rannoch station is a dead-end. No road crosses the Moor of Rannoch to connect with the Glencoe route. If you look at a map the advantages of a through route are obvious.

# Moorland Panorama

The ascent from Kinloch Rannoch over the shoulder of Schiehallion to Loch Kinardochy and down to Coshieville is a wondrous route on a summer morning when the clouds are melting from the tops of the Grampians and rising like smoke into the sky. There is a limitless expanse of moorland in every direction. Best of all is the northbound panorama across the Tummel Valley to the remote heights of the northern Grampians. This is a good road and its rewards are unlimited. Down in the Strath of Appin I made a detour, passing Castle Menzies and crossing General Wade's ornate and historic bridge into Aberfeldy. High above the town are the Falls of Moness, approached by a wooded path from the Strath Bran road. If you enjoy secluded walks through dense woods amid dark gorges and waterfalls this is one you cannot afford to miss.

Kenmore is a clean, sparkling, model village at the eastern end of Loch Tay whose wooded shores can be enjoyed on the way to Fearman. I climbed over to Fortingall to inspect the 3,000-year-old yew tree, said to be the oldest tree in Europe (Fortingall also claims to be the birthplace of

Glen Lyon is not only the longest glen in Scotland but also one of the most beautiful, its most picturesque part starting quite near Fortingall at the exquisite Pass of Lyon. Here the road creeps through a narrow wooded defile and far beneath the river is seen, crystal clear as it sparkles over its rocky bed. Where the rocks almost meet is MacGregor's Leap, a narrow chasm where Gregor MacGregor evaded his pursuers, Campbells no doubt, by making a successful leap across the River Lyon. I have climbed down to this grim spot and my respect for the MacGregor became greatly increased.

The journey from the Pass of Lyon to Bridge of Balgie reveals Highland scenery at its best, magnificent and little frequented. I halted at the picturesque Bridge of Balgie and made enquiries concerning the mountain road to Loch Tay. None of my informants was encouraging, but as the road is shown as a motoring route I headed my Standard southwards and began the long climb to Lochan na Lairige. The summit is reached at a height of 1,805ft, involving a climb of about 1,100ft from the north and 1,200ft from the south. Given a good road the hill would make an easy third gear climb, though second might be needed for the 1 in 4.9 gradient from the south. Unfortunately, the road is quite the worst through route I have ever found in the Highlands, being particularly trying owing to a high turf ridge in the centre. I had to keep stopping to search for boulders or stones lodged in the turf and at times my car floundered over the top with two wheels clear so that the undercarriage became as clean and polished as a new pin!

This road is so narrow, and the centre ridge so high, that your car feels to be on a railway line and does its own steering from time to time. On the other hand, there are no bad bends, the gradient is gradual and the scenery superb. The feeling of being in a remote mountain fastness at Lochan na Lairige is excelled only by the incomparable view of the Breadalbane hills seen from the descent to Loch Tay. On my visit there was a mother-of-pearl sky and immense visibility. The view down to Loch Tay, seen bathed in silver light, attained a zenith of charm. A sunset journey up Glen Lochay, to the north-west of Killin, completed the day. The Falls of Lochay are among the most beautiful in Perthshire, noted for its waterfalls, and are much superior to the Falls of the Dochart at Killin.

# Loch Earn's South Side

Glen Ogle is a rather ugly pass noted for the railway clinging by its sleepers to a ledge on the opposite hill high above the road. South of Lochearnhead I rurned east along the south bank of Loch Earn, a route infinitely more picturesque than the main road along the north bank of the Loch. At Edinample, not far from the castle, are the famous Falls. The road passes over the top of the ravine and a muddy scramble down to the bottom was followed by a precarious passage up the river bed; the Falls were then seen to great advantage.

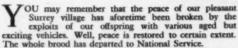
The narrow lane continues by way of Ardvorlich to St. Fillans, penetrating cool woods creeping down to the water's edge, a route not easily forgotten. St. Fillans is quite captivating, with a view of the loch from the end of the little pier.

THE AUTOCAR, APRIL 4, 1952

# Youth Serves Its Time

BUT IN THE INTERVALS IT REVERTS TO NORMAL!

by S. C. H. Davis



But they seem remarkably skilful at acquiring odd pieces of paper entitling them to return home at unearthly hours without notice, there to remain for what they happily term a "forty-eight" or a "seventy-two" which is obviously not based on Greenwich Mean Time. Once back, the first idea is to convince parents that never in the history of man has anyone been so ill-treated, what with the food and the beds and the unearthly hours, in the hope that attention will be distracted from the fact that they have left their room in a jumble, brought home piles of washing and been found having breakfast at 11.30 a.m.

Times gone by, this worked, particularly with mother, but the mothers of today were mostly in war jobs or even in the Services themselves, while father's reaction tends to coarse humour rather than sympathetic subsidies

Next procedure is to get the car out, the better to work off superfluous energy; after which no siren is necessary to make the village take cover. Sundry meetings and muttermake the village take cover. Sundry meetings and mutterings resulted in the appearance of a genuine Austin Seven
"Tiddler," Chummy body and all, as Marcus' contribution
to the transport pool. In the garden of home this machine
was reduced to basketfuls of small bits by the combined
efforts of R.E.M.E. and R.A.F.—Signals intervening. All
my wet-or-dry paper, together with the best brushes and
cans of primer, undercoat and cellulose, disappeared in a
flash Marvellousik polite youngsters requested. "Can we flash. Marvellously polite youngsters requested, "Can we borrow your electric drill, please, SIR?" and every mother in the place called her husband's attention to the fact that if he did not do something about it all meals would be spoiled and the offspring's clothes would be permanently ruined.

### Rebirth

When, after many leaves, the Austin took the road again gone was all semblance to a peaceful Chummy. In its place was a machine, with two aero screens and a tonneau cover extending over the navigator's seat, entirely innocent of silencer and glittering in new paint and heartily polished nickel plate. This, with much, "Open the throttle, you ass," was pushed vigorously up and down the road emitting weird noises and occasional bangs. Some time afterwards the welkin was split by a horrible noise on four wheels circumambulating the village and, at the urgent request of at least five inhabitants, the silencer was replaced, but not before its baffle plates had been pushed out with a crowbar.

From then on, as its owner dashed to and from Arborfield camp, many things happened. But let so much as a scratch appear on the paint and you would have thought that the end of the world had come. One incident in particular had its moral. The magneto packed up. Arrangements were made with our local electrical expert to obtain another, the old one being "B.L.R."

from around the Austin's engine, I did say, "Mind you mark

Viewing dispassionately the row of backsides sticking out

the mag coupling with number one cylinder at top dead centre." A certain agitation suggested that the mag was off already. (A pint of practice is worth a gallon of advice.) Followed a brief lecture on ignition timing. Then the new magneto arrived and was fitted, and down the road trundled the Austin, owner up and David and Colin galloping behind and pushing with hearty cries and urgent oaths. There resulted a noise like two sick two-cylinder engines. Some hours afterwards the mag was retimed "but the control of the control of

engines. Some hours afterwards the mag was retimed "by numbers," in the manner of an instructional exercise.

With the "old man" giving orders, all pluga were removed; as indicated by a bicycle wheel spoke inserted in a The valves of that cylinder were checked to see that both were on their seats. The ignition control was set at full retard, the direction of rotation of the mag checked, the contact points were set just opening, and the distributor brush was checked against number one cylinder contact. Very carefully the mag was placed on its pedestal and the vernier coupling rotated until its teeth would mesh. Clamping bolts were tightened home and the whole rechecked. With a reminder of firing order, the "old man" left them to it.

# Firing Order

Ensued much frantic pushing—the battery was flat—and this time the engine ran but sounded odd and would not The gang was reminded of the firing order. Much muttering, some argument, and fingers demonstrating directions of rotations one way or the other. At long last, number one plug lead was removed from number two plug and the Austin was off. So are experts in timing created.

Some weeks later the quiet of a Sunday afternoon was shattered by a stupendous crash—a noise as of much iron-mongery falling downstairs. The Austin had overturned on a right-angle. My wife, remembering that Colin was giving technical assistance, rushed out and, finding only Marcus beneath the upturned machine, began to search the hedges. A large, most amusing, and entirely benevolent neighbour rushed out with a decanter of brandy and was suitably impressed by a darkish pool until she found that it was engine oil. A retired R.E.M.E. colonel righted the Austin and extracted a rather dazed Marcus.

Colin having appeared from somewhere, Marcus was restored with tea, sundry bruises were doctored and, after due interval, his parents were informed. Neither driver nor car was a penny the worse.

At the moment peace is upon us again. A Morgan has reappeared, after a mysterious absence, looking magnificent; this was accounted for when I received an unexpected and startling bill. One of the party is in Austria discovering and starting bill. One of the party is in Austria discovering the exciting prospects of winter sport; another has had some minor trouble in that he, being a Lance-Corporal of Her Majesty's Signals, did procure for himself, and have fitted, a complete civilian-type bath with H and C, the whole arranged in a hut not provided for the purpose.

Youth will be served, although it serves or, in its own parlance, although it is "doing time."



Polish is best applied with a damp pad of muslin cloth.

The author, a meticulous motorist who likes to do all his own care and maintenance, has recently contributed an article on thorough car washing. In these pages he discusses equally thorough methods of polishing.

THE work of polishing a car and keeping it in good trim is a job involving some effort at fairly regular intervals, if it is intended that a certain standard of appearance is to be maintained, although new polishing materials have been produced in recent years for the purpose of reducing toil to a marked extent.

Where an owner intends to keep his car for some time, the application of polish to the bodywork, wings and wheels is not only a necessity with regard to appearance, but the polishing medium also acts as a preservative against the insidious effects of weather and traffic film, which may often be witnessed in cara that have not received any attention over a year or two, despite the fact that cellulose and synthetic paints stand up to a considerable degree of ill-treatment.

Assuming that regular polishing is to be undertaken, it is important to ascertain if the surface of the paintwork is clean before polish is applied. There are various cleaners available, in either liquid or paste form, but they should be applied sparingly to avoid disturbing the paint pigment, preferably on an area (a valance, for example) where some experiment may be carried out. Hot, but not boiling, water also may be used to remove old wax film, while there are detergents available which will remove traffic film with admirable ease.

Traffic film develops automatically where a car is in use, owing to dirt and engine vapour being lodged on the car by vehicles in front, and also by air-borne dust, all of which forms a coating on the paint surfaces, especially on the bonnet and luggage-locker lid. This film has to be removed

before polishing is carried out, as it will otherwise create bloomed or blotched areas which effectively prevent a firstclass finish being obtained.

In the main, it is easier to produce highly polished effects on cars finished in black or dark colours than with those having light colours which do not give mirror-like reflections to such a high degree. A black car will have a superb appearance if really worked upon, but black suffers as a finish by reason of its readiness to show up dirt or dust at the least provocation in comparison with grey or cream, for example.

The liquid and solid forms of polishing medium each have their attractions, but the latter has a great advantage in that the wax of the solid polish builds up a protective coating for the cellulose or enamel against minute scratches, abrasions and the intrusion of moisture, while it is also more lasting as a polish. Some liquid preparations produce a sheen of high lustre but are less resistant to wear and tear and therefore require more frequent application. Of course,

# A CAR

# ERFECTION IN CAR APPEARANCE

if the cellulose is tending to go matt it will be necessary to use a liquid polish to remove the "dead" paint. Where time saving is of some importance alternate applications of liquid and wax polish may be used, the liquid acting as a partial cleaner, although it may thin the wax film of the solid polish in the process.

Some reference must be made to the various kinds of cleaners and polishers now available. These may be divided broadly into rather harsh liquid types for removing dead paint, grease and so on, and putting a good shine on what



The interior ought to match the exterior in smartness. Leather and leathercloth need regular cleaning, as they grow dirty gradually. The point can be overlooked.

appears to be a poor finish; milder liquids for the removal of grime; detergents for use with water, and liquid and paste wax polishes. It is important to realize that if the finish of the car underneath the dirt is good, then there is no need to subject it to the possibly abrasive effect of liquid cleaners. Detergent, followed by wax polishing, is a good general

procedure.

Polishes should be applied with a pad of damped muslin cloth, no other material being a worthwhile substitute. With a motion following the line of the panel the polish is applied to one complete section, and polished off with a soft open mesh cloth which must be clean and really dry. A closely woven cloth is very unsuitable, as it becomes quickly caked with polishing medium, thus producing lines or waves on the finished surface. Similarly, uneven results can arise from streaky distribution of the liquid or wax in the first instance. Whatever cloths are used, they should be of ample size and folded into a soft pad for polishing with an even pressure.

# Skill in Application

There can be no question that one can acquire a knack in getting a super lustre or sheen in a fairly short time, mainly by lightly but evenly distributing the medium beforehand and then polishing equally lightly, without pause, until the best effect is achieved. A good finish cannot be obtained in a damp atmosphere, or immediately after the car has been washed, and if a first attempt at polishing is being made it is much better to work on a small and unimportant surface for trial purposes than to start work on the bonnet or roof. A good indication of the perfect polish is to be able to see aharp and clear reflections on the surface—a fuzzy reflection denoting partial blooming arising from dirty surfaces or patchy distribution of polish.

A small dose of liquid polish on a well-damped cloth is effective in cleaning chromium-plated grilles and fittings and is also useful for wheels, where a wax polish would The facia and wooden or plastic fillets about the interior should be kept polished. With woodwork, waxing greatly prolongs the life of the French polish.



involve much stremuous work and bending down. As when washing a car, however, the ideal way of dealing with wheels is to jack them up in order that they can be slowly rotated and given a comprehensive treatment, so avoiding a half-cleaned effect which may otherwise result. One of the many good detergents available is very effective for wheel cleaning. After drying off, the wheels may require polishing to give a good finish.

polishing to give a good finish.

The smaller details of the car susceptible to ready treatment can be enhanced by a little attention with cream or wax polish as used in the home, as, for example, the instrument panel or facia, steering wheel and column, door inner panels and other parts, not forgetting the door surrounds and pillars. Where the garage is inclined to be damp, polishing cloths can be stored in a box or case which should be placed on a high shelf or hung from a roof beam where

the air is drier.

Finally, the work of polishing is greatly helped if it is undertaken on a day without a wind which may blow dust about. During the winter good days for polishing are by no means infrequent, but it is important to remember that air damp may become a nuisance from mid-afternoon onwards, moisture then slowly descending on the car and rendering further polishing work almost an impossibility.

M. A. M.

A little liquid polish on a damp cloth is effective in removing dirt from plated parts.





A Riley Sprite rounds the corner on Doverhay, during a post-war M.C.C. Land's End Trial, in front of a large crowd of appreciative spectators.

ter, organized by the B.A.R.C., will consist of four main events and four of the popular mixed handicaps. The four star races are the Earl of March Trophy for 500 c.c. cars, the Lavant Cup for formula 2 cars, the Chichester Cup (formula libre) and the Richmond Trophy for formula 1 cars. A full entry has been received for all the events; in the 500 c.c. field there will be Stirling Moas with the Kieft, against such opponents as Eric Brandon and Alan Brown of the Bessie Richmond, Bob Gerard with his Cooper, and two drivers from Germany, A. Lang and H. Schweiber, also with Coopers, Among the other well-known drivers taking part in the meeting will be Tony Rolt, Peter and Graham Whitehead, George Abecassis, Duncan Hamilton and Sidney Allard; one most interesting sight should be the struggle in a handicap race between Stirling Moss in a Jaguar XK120C and Geoff Duke, champion motor cyclist, with a DBA 34500 Martin.

The first race is timed for 1.30 p.m. The admission charges have now been reduced, as a result of the lowered rate of entertainment tax, to 6s for the public enclosures (children 3s), 27s for the grand-

# Easter Sporting Events

LARCE ENTRIES FOR MANY AND VARIED MEETINGS

RARELY has there been such a varied programme of sporting activities in any one period of three days as will take place at Easter, the end of next week. Rallies, the Land's End trial, speed hill climbs and race meetings are all present in force, a state of affairs which emphasizes the present-day high level of interest and enthusiasm for rootering sport as a whole

night level of microsi and chithsonic some motoring sport as a whole.

First and foremost comes the famous M.C.C. classic, the Land's End. This old-established long-distance trial, one of the few survivors of this once-popular form of contest, starts on the Friday night, competitors leaving three starting points—Plymouth, Stratford-on-Avon and Virginia Water—and making their way westward through the night. This year there are 156 car entries from M.C.C. members, reinforced by 24 vintage light cars entered by members of the Light Car Section of the Vintage S.C.C. These latter vehicles, all of which are starting from Virginia Water, are competing in a 25 Years Commemoration Trial of the 1927 event, and will follow the 1927 route, which included Porlock and the old road round the hairpin at Bluehills Mine.

pin at Bluehills Mine.

The remaining competitors will follow a route covering the following hills: Grabhurst, Station Hill, Lynton, Beggars Roost, Darracott, Crackington, New Mill, Hustyn and the newer version of Bluehills Mine. The first competitor is due to arrive at Land's End at 3 p.m. on Easter Saturday, the last some 64 hours later.

On Easter Saturday, also, the two rallies known as the Highland Three Days and the Circuit of Ireland commence:

On Easter Saturday, also, the two rallies known as the Highland Three Days and the Circuit of Ireland commence; entries for the former had not closed at the time of going to press, but the latter has attracted over 170 cars, including many of the best-known competitors in this form of event from both sides of the Irish Sea. Then the Bristol M.C. and L.C.C. are holding the first 1952 race meeting on their excellent little circuit at

Castle Combe, near Chippenham, in Wittshire, including races for supercharged and unsupercharged sports cars and a 500 c.c. race, run in heats and final, which should be very hotly contested indeed. This meeting will commence at 1 p.m.; spectators will be admitted on payment of 1s (children 6d), while car parking charges of 1s (children 6d), while car parking charges of 1s of 3s 0d will be made. Another race meeting involving 500 c.c. cars is that arranged by the Blackburn Welfare M.C. on the aerodrome at Brough, East Yorkshire, and timed to commence at 1 p.m. Again, there is the annual Easter Saturday speed hill climb at Lydstep, near Teachy in Pemphodeschies.

Saturday speed hill climb at Lydstep, near Tenby, in Pembrokeshire.

On Easter Sunday the Berkhamsted
M.C. and C.C. are holding a speed trial
at Tewinwater, near Welwyn, Hertfordshire. Then, on Baster Monday, April
14, come the two international race meetings, at Goodwood and Brands Hatch.
The racing at Goodwood, near Chichesstands, and 20a transfer to the paddock; car parking costs 10s or 5s, according to location. Goodwood on this occasion will appear in its new fully decorated form, with flags galore fluttering in the breeze, while the Ferodo Silver Band will play beforehand.

Ar Brands Hatch, near Farningham, in Kent, also on Easter Monday, the Half-Litre Club are staging their London Trophy Race, in 20-lap heats and a 40-lap final. This should be again, most hotly contested between many of the major stars, and among the Continental drivers coming over to take part are Lex Beels and Pim Richardson from Holland with Beels Specials, and four drivers from France—F. Liagre and F. Antonelli with D.B.s, and E. Feuillas and J. Dabere with amateur-built J.B.s. Admission to Brands Hatch costs 48 per head (children half price), car park 5s 0d. Then finally in the West on Bank Holiday the West Cornwall M.C. are holding Trengwainton hill climb, with classes for sports cars of all capacities and racing cars up to 1,100 c.c. A very crowded week-end!

R. D. Poore's 3.8-litre Alfa Romeo leads the field in a typical formule libre race at Goodwood; this famous car will be competing again on Easter Monday.





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# OWNER - DRIVERS CAN TACKLE SIMPLE TRIM AND UPHOLSTERY REPAIRS

ONFRONTED-probably as the result of a chance remark from a fair and gentle source-with the desirability of improving the condition of the interior trim of his car, the average owner is apt to shy at the prospect of doing anything about it himself. If he is a person with a nor-mal appreciation of workmanlike repairs he will count his coppers and decide, upon his findings, whether to put the job out to a specialist coach repairer (believe me, he will want to have a lot of coppers) or not. If he is not, he will "have a bash" gaily and clumsily, and no amount of the red or silver paint which he puts on all the fittings as a finishing touch will prevent it looking worse than it was in its decently disreputable state.

# Avoid Over-hurry

There is, however, a middle road, which no amateur need fear to tread if he is even moderately proficient with simple tools and if he is, above all, patient. No repair job, however small, was ever done well by trying to get it done in a hurry. And, before we go any further, let it be understood that if the repairs are extensive, we shall have to learn at least the simplest theory and practice of sewing, if we don't already have a nodding acquaintance with them!

When one gets down to it, it is surprising how much the owner can do. An example comes to mind: There was an ugly tear in the middle of one of the sections of fluting on a hide cushion cover. It had become badly worn, too, and some of the hide had simply disappeared, so that sewing was out of

the question. Examination showed that it would not be a difficult matter to take off the cushion cover after removing the banding round the base, and carefully easing out many tacks with the aid of a sharp tack-lifter. This done, the make-up of the cover was revealed, and was seen to consist of a pleated piece of hide sewn along each pleat to calico and hessian, with wadding in the flutes thus formed. This is traditional practice. Now this particular owner-who was perhaps more patient and painstaking than most of us-took upon himself to cut out one complete flute and replace it. This meant that instead of a pleat at each side of the flute there was a seam, as he sewed a new strip of matching hide in place, but the appearance was perfect. He also had to do a grafting operation on the hessian, calico, and so on, but that was not very tricky.

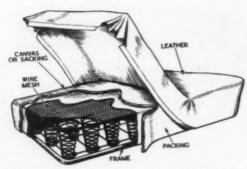
That, as has been suggested, is ambitious, but there are many simpler operations which well repay their execution, such as removing a cover, as above, adjusting or restringing the coils in the spring-case, and perhaps carefully sewing a tear in leather or leathercloth, and locating a patch underneath the tear when replacing the cover. But always study the trim carefully, dismantle it slowly and methodically are note how it must each beach

ally, and note how it must go back.
What about tools? A trimmer's tack hammer, which also has a tack-lifter, will be invaluable, and an awl or two will be helpful. Trimmers use big straining pliers, but old upholstery will hardly need straining. Half-round needles are wonderful things for awkward sewing jobs, and well justify their acquisition. They literally can sew

round corners! Shears and a ripping chisel (for removing old tacks ruthlessly, where this applies) are also useful. Otherwise, no special tools are needed. It is, however, handy to have some knowledge of what materials are likely to be necessary. Thus, the type of banding which conceals tacks, as already described, is remarkably useful for a variety of purposes. Piping may be needed, and, like most other trimming materials, is obtainable from the bigger factors, who are usually prepared to deal retail as well as whole-Various types of anti-draught beading and window-channelling can be obtained, the best form of the latter being that which contains an inner fillet



The edges of the leathercloth on a trim panel are bent round to the back, nicked as shown when the edge is curved and cemented in place. While drying, they are checked at intervals, in case they curl up, until the cement is dry.



The anatomy of a seat cushion. It is not difficult to dismantle one for repairs.

# Old Cars Deserve Inner Care . . . continued

of thin metal. The range of fasteners, clips, mouldings, turn-buttons, and suchlike, is bewilderingly wide.

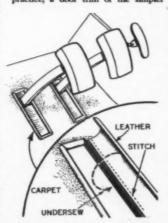
The subject of adhesives is one which might well deserve a whole article to itself, but let it be sufficient to say that nowadays it is almost literally possible to stick anything to anything-provided that the right adhesive is used for the job in hand. It is foolish to use a black compound if sticking light-coloured wool to wood or metal for the black will show through and spoil the appearance entirely. To use a thin solution when faced with a "heavy" job such as sticking insulating felt to flooring, is usually ineffective, and there are excellent heavy, viscous adhesives for such uses. Great progress has been made in the development of special adhesives, and it is, for example, no longer a lost cause to try to stick leather to leather, or fabric to fabric, even where there is flexing.

To return to the subject of practical work, via adhesives, as it were, it is worth noting that many very reliable small repairs can be effected by the use of strong adhesives. Where anti-draught beading has come unstuck, it was probably not bonded properly in the first place, and a suitable modern adhesive will make a permanent joint, even with metal. Moreover, if the amateur decides to renew the trim-pads on the doors, he will find adhesives usually offer the simplest way of fixing most of the new hide or leathercloth.

Door trim, as a matter of fact, seems about the first thing to call for repair on an ageing car, yet attention is often shirked because it is felt that there must be some mysterious voodoo about the way the trim-pad is fixed. Usually it is quite simple, however, "once you know how." The top is often held in place by the window capping, and the sides by screws of one or another type, or, with an all-metal door, spring clips which fit into holes, rather tightly, but which can be levered out. Sometimes there seems no obvious way of remov-

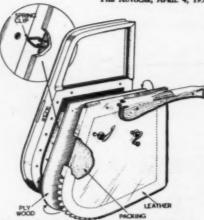
ing the bottom part, called the carpetfinisher, and the mystery is that the rails or brads which secure it are hidden in the pile—if any pile remains!

Once off, a trim-pad will seem to lend itself to renovation by covering with matching material after ripping off the old. It may be advisable to renew the wadding, and felt also. For practice, a door trim of the simpler



Leather can be sewn to carpet by laying the leather on its back, stitching through, then folding the leather over to conceal the stitches.

type, without a pocket, is a good thing to start on. If the old one is pleated, study its make-up. Note, too, how the carpet-finisher is seamed to the main material. Observe that where the covering is taken round curves it is notched to avoid puckering. More complicated door trim has a frame-surround separately trimmed, and this is perhaps outside the amateur's scope from the point of view of time available if nothing else.



A door and its trim. A sheet of ply covered first with packing and then leathercloth, and secured at its sides and bottom with spring clips, at its top by a wood or plastic capping of L section.

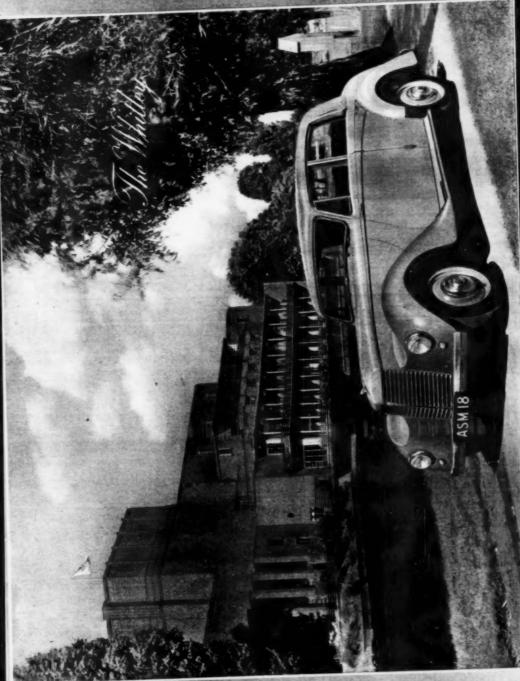
Repairs to carpets are seldom worth while unless they are cleanly torn and can be sewn neatly with an upholstery When they are badly worn and holed, renewal is the right thing, but it need not be very costly if the owner obtains the now-popular nonfraying type of floor covering and cuts it out himself. If the old carpeting is not too mangled it can be used as a pattern. Otherwise make a brownpaper pattern. The outer edges of this type of rubber-backed jute carpeting will not fray for a very long time, but where there are holes for gear lever, hand brake and pedals, it is advisable to welt the carpet with leather. Obviously this is a job for patient handwork, but at least the beginner always has the consolation when sewing that he can rip it all off and start again! Creased welting is available.

Renewal of rear and rear quarter windows often calls for dismantling the trim around them. Again, there is little need to be discouraged unless the wool cloth is tending to rot near the borders. Even then, much can be done to make a presentable job of replacement, after the new window has been put in, if the indispensable Hidem banding, or double piping, is used. Mention of wool cloth calls to mind that owners often wonder what can be done to renovate stained or dirty head linings. The foaming type of dry cleaner will do a lot, but stains caused by the entry of rainwater are almost ineradicable. It is worth considering the use of a dark carpet dye over the whole area on an Mix it strong and apply liber-

ally with a cheesecloth pad.

Do not despise good leather paints. They are hard wearing and effective. After all, hides and fabrics are originally painted with cellulose or lead-based or resin-based paints, in many cases, although the processes are specialized and often secret. Finally, remember the cardinal virtues in all work of this nature: Planning, patience and persistence. J. D. McLiptock.

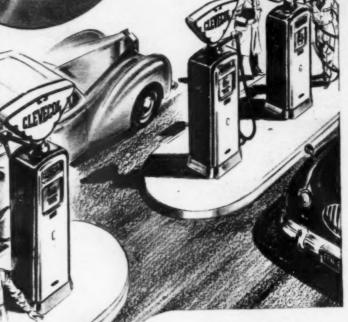
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March of progress: Traffic lights now control the entry to Tower Bridge, and the old railway-type arm signal (above the new lights) is going out of use. A warning bell sounds when the centre portion of the bridge is raised. The horse, however, continues to obstruct this and other London arteries

# CORRESPONDENCE

### SKIDDING

Two Pounds Down for Tyres on Setts ?

[64099.]—With reference to Mr. R. R. Jordan's query [64082] as to the effect of tyre pressures on adhesion on wet surfaces, I have an 8 h.p. car, the tyre pressures recommended being

In wet weather, on setts, I find it has a tendency to get tail swing, but by reducing the pressure to 22 lb all round the stability gained is considerable. It should, I think, be pointed out that a greater reduction of pressure than 2 lb must be avoided, or the tyre walls will suffer.

Terry Linacre. Liverpool, 22.

### WARMING-UP

Air Filter to Blame for No Choking?

[64100.]—I think I can solve The Scribe's problem of not having to use the choke once the engine has fired (March 7). It has nothing to do with carburation. I had the same trouble some while ago, with a great increase of petrol consumption. If one removes the air cleaner from the top of the carburettor intake, the choke will then be necessary; if not, then the replacement

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECES-SARILY AGREE. LETTERS INTENDED FOR SHOULD BE ADDRESSED THE EDITOR, "THE AUTOCAR," DCRSET HOUSE, STAMFORD STREET, LONDON, S.E.I.

of the jets should cure the trouble. It is obviously a matter of an over-rich mix-ture, and although the most likely explana-tion is a blocked air cleaner, jets do wear with the passage of time, and become

nigger.

As regards this air cleaner business, although I always used to clean my wire gauze regularly, that was not the trouble. The trouble was the felt inside, which is quite inaccessible; the only solution is to renew the filter. My petrol consumpquite inaccessible; the consumption went down from a mere 14 miles per gallon to over 20 m.p.g. on a 1936 Ilford, Essex

CONTEMPORARY FINANCE Purchase Tax on Utility Conversions

[64101.]—We have recently been considering the conversion of a pre-war chassis into a utility vehicle on behalf of a customer, and find what, in our opinion, a customer, and find what, in our opinion, appears to be a position which calls for some action on the part of the trade generally. Although the chassis was made and sold in the days when purchase tax was not invented, we find that the tax is charged, not on the extra value of the vehicle after the addition of another body, but on the value of the whole vehicle.

It is even found that if a small was

It is even found that if a small van owner wishes to put a couple of windows in the sides of his van such an operation makes the vehicle liable to purchase tax on the whole value of the vehicle, although this might also be of pre-war vintage and

not liable to tax at any time.

We feel that the whole system of such taxation is unfair and We feel that the whole system of such taxation is unusual management, apart from any action that might usefully be taken, those who contemplate alterations such as those mentioned above should be warned to go very carefully into the matter before even thinking of carrying out such work,

South Harrow, Middlesex.

J. H. STAYELEY,
Mercury Motors.

# CARS FOR EXPORT

Discouraging the Overseas Buyer

[64102.]—I was most interested to read the criticism of middle-men [64016] by "L" in your issue of February 15 just received. My complant goes one stage further—to the manufacturers and their London distributors

and their London distributors.

In 1950 I ordered, through the local agent, a car which at that time cost over £700 basic. On arrival in London I went to the London showrooms of the manufacturers, and was informed that there was an additional £17 delivery charge to pay (the factory is, incidentally, within 100 miles of London). By the time I had completed the various formalities it was too late to get to my bank, and I asked if I could see the car that afternoon before taking delivery the next day. I was then informed that if I wished to see the car, which was garaged

# CORRESPONDENCE

continued

about one mile away, I would have to take a taxi at my own expense, as the company provided transport only once—after they had got their money and were prepared to hand over the car. If this is the attitude to the overseas buyer, then

Whilst on the subject of the overseas buyer, could I make a suggestion to the caravan manufacturers? Many of us out here are keen on the possibility of a caravan leave, and we study the advertisements with interest. What we do not know, and can get no indication of, is the power required to tow the various sizes of caravans. We see one we like, but do not various sizes of caravans. We see one we like, but do not know whether it will require a small horse-power car or a herd of elephants for towage.

Finally, may I say what a pleasure it is to receive The Autocar out here, even if it is six weeks late. I thought your reporting of the Monte Carlo Rally a particularly fine piece of work. Calcutta, 16



A discouraging sign (see letter 64103).

### UNUSUAL SIGN

No Future In It?

[64103.]—Recently my wife and I were out in North Wales in our trusty old 1931 M.G. Midget (which last year went over the Hirnant Pass and Eunant Pass in the same afternoon and made no bones about it) looking for fresh roads, and near Eglwyseg Mountain we came across this signpost. I think your readers will agree it is most unusual R. A. HEESOM. readers will agree it is most unusual Warrington, Lancashire

## **OUEEN AND COUNTRY**

An Appeal to ex-R.A.S.C. Types

[64104.]—May I, through the medium of your Correspondence columns, please put forward a matter, not for discussion but for consideration by your readers? This is the cussion but for consideration by your readers? This is the Supplementary Reserve of the British Army, particularly that of the Royal Army Service Corps. I feel that among the many readers of your journal, there must be a number of ex-officers and other ranks who served with the R.A.S.C. during the war and who would wish to renew connections but have not as yet considered it or have not been approached by anyone.

The R.A.S.C. Supplementary Reserve was re-formed shortly after the war and is similar in many respects to the Territorial Army, being complementary to it, but retaining a separate identity. Supplementary Reserve units, amongst which are included most of the various types of transport units, are manned

included most of the various types of transport units, are manned by volunteer officers, N.C.O.s and men (a small number in each unit); the balance is made up with National Servicemen who have a part-time training liability after their full-time service is completed.

We urgently need experienced officers, N.C.O.s and men with we argently need experienced officers, N.C.O.S and men with wartime service to fill the volunteer element of these transport units. I feel that many of your readers who served in the R.A.S.C. during the war may like to join the Reserve. I can assure them that it is in the national interest to volunteer for this important Reserve. Training liabilities are very moderate (15

days per year). Chances of good appointments and promotion, both now and in the event of an emergency, are excellent. Pay and allowances are as for regular soldiers.

Any ex-officer, N.C.O. or other rank who is interested is most cordially invited to write, without any obligation, to: The Commanding Officer, Crowborough West Camp, Crowborough, Sussex, when I shall be pleased to provide him with further particulars.

J. E. WILLIAMS, Lt.-Col. Blandford, Dorset.

# ROAD HOLDING

Theoretical Effect of Braking on Overrun

[64105.]—With reference to Mr. Bengt Lof's further letter [64079], if the mild differential-balanced retarding effect on over-run with I.w.d. were indeed an enemy of good road-holding on bends, what dire effects are we to expect when brakes are put on in the same circumstances? Front wheel brakes are, I understand, designed to give a greater proportion of power than the rear ones, and when one considers that the brakes of many cars are anything but 100 per cent balanced, we should witness much strange behaviour of cars on bends where drivers have to check their speed, if Mr. Lof's theory had a shred of foundation

tion.

In saying he prefers a good sports car to a f.w.d. car under really trying circumstances, Mr. Lof is unwittingly paying a tribute to f.w.d. By "a good sports car," I presume is meant one of the fabulous-priced vehicles with open or cramped saloon body, whereas the only f.w.d. car of which we have ample experience is a roomy family saloon designed over 17 years ago and still produced substantially unaltered.

What a vista of possibilities for f.w.d. if it could have lavished on it the care and development which have gone into the good modern sports car!

Earthourpe, Sussex.

modern sports car! Eastbourne, Sussex.

### NIGHT LIFE

Loss of Power with Humidity ?

[64106.]—I was interested in "Nocturnal New Life" ("Service Viewpoint," March 21) and quote the following from High Speed Combustion Engines by Heldt:

"The effect of mountain is a fair on Engine Preser

"The effect of mountain the site on the power cupit of an engine preserved to the site of the site

From this it would appear that engine power is actually reduced wen though the engine apparently runs better at night; perhaps

even though the engine apparently runs better a leading the following is a correct explanation:

Owing to the damp air the temperature of the ingoing charge is reduced, thus the point at which detonation (unheard) occurs is raised; this will give smoother running and a sense of increased E. C. ARNOLD. power. Enfield, Middlesex.

### ROAD SAFETY

"The Right Speed at the Right Time"

[64107.]—May I be permitted to deprecate a too literal interpretation of The Scribe's jottings of March 21? I refer in particular to the paragraph, "Every man to his own driving taste provided that he is safe... he is merely in a hurry or prefers to enjoy himself that way."

enjoy himself that way."

I doubt whether many coroners, doctors or others, who view one mutilated body after another, enjoy driving "in a hurry" upon the majority of our roads. In too many fatal cases, where the driver of the lethal weapon was either exonerated or gulty of no legal negligence, there would have been no fatality had the car's speed been lower in the circumstances. The following three recent cases illustrate the point: (I) Car travelling at 20 to 25 m.p.b. overtook stationary bus. Elderly lady walked straight over road in front of bus into path of car. Car could not stop in the short available space. (2) Driver of car travelling at 45 o 50 m.p.h. at night on four-mile stretch of straight and level to 50 m.p.h. at night on four-mile stretch of straight and level road, suddenly saw cyclist in his path without rear light. Driver may have been momentarily dazzled by oncoming car. Cyclist was hurled about 30 feet through the air. If the car's speed had been lower accident might have been avoided or cyclist's injuries non-fatal. (3) Driver of lorry rounded high-hedged bend on



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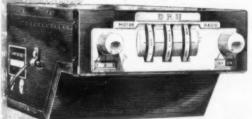
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# CORRESPONDENCE

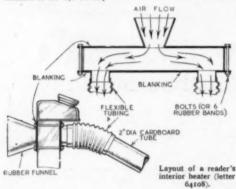
country road on his proper side at 25 m.p.h. to find schoolboy falling off bicycle into his path. Lorry stopped dead in 25 feet, but this was insufficient to avoid his death. Lorry's brakes were in good order. Jury exonerated driver completely. (I do not

in good order. Jury exonerated driver completely. (I do not even suggest that this driver was "in a hurry.")

My point is that if the appalling death rate among pedestrians and cyclists is to be reduced, a far more precautionary mode of driving than mere lack of negligence or conformity with the

driving than mere lack of negligence or conformity with the Highway Code is required, until we have motorways which are inaccessible to children, other pedestrians and cyclists. Can any driver be absolutely certain that a child will not suddenly run across an otherwise empty road from behind a hedge, that a boy riding his cycle with his hands in his pockets will not lose his balance, that a deaf pedestrian is not on the road at night, or an unlighted cycle—or any other circumstance which may result in a death with no legal blame upon the driver? Any of these illustrations can be, and have been, encountered upon so many of our roads, which were never designed to accommodate pedestrians, cyclists, cattle and motor vehicles of all sorts. Such roads cannot be 100 per cent safe for all these plus the driver who is in a hurry. PAUL DUNGAY, Asst. Deputy Coroner. Aldershot.

[The Scribe comments: I must clarify this matter once and for all When I say safs I mean sale, without qualification, and not merely on the right side of the law if there is an accident. A driver who is safe according to the standards I have in mind does not have accidents, and certainly not such as-those outlined by Mr. Dungay. He would have foreseen and been capable of avoiding all the eventualities described. To do so is, the very hallmark off the sale driver.]



### HOME HEATER

Simple Device on a Ford

[64108.]—The details are of a home-made interior heater fitted to my Ford Eight, after numerous experiments. The main theory is that air will pass transversely along through the radiator core from centre to sides. It is very efficient and will permit driving without gloves or coat in freezing weather after about 3-5 miles; warm air comes down the tubes after one mile. No overheating of the engine takes place, and the cost was well under £1.

Kendal, Westmorland.

# RACING FORMULAE

No-Tears Over Formula I's Passing

[64109.]—I fear I cannot subscribe to the regrets expressed in letters [64073] and [64074] for the death of the present formula I and the substitution of formula 2. The competitive element in formula 1 racing has almost disappeared, the practicality of the cars concerned is non-existent, apart from the French Talbots and the big Ferrari, which are not entirely divorced from road cars as the motorist understands them.

Formula 2 opens up fresh vistas of real racing with cars that are not complete freaks and totally unsuitable for any other purpose, and perhaps now also we shall see those small

continued

unpublicized concerns, who have tried so hard hitherto to keep the flag flying, receive their long-overdue recognition—Alta, H.W.M., Connaught.

One man's n.cat is another man's poison but I would swap all your Grands Prix for one Le Mans 24-hour race. Look at the entry list for this year! Twenty-aix marques from six countries, ranging from 610 c.c. to 5½ litres. Cars, furthermore, by no means so very different from our ordinary everyday cars, and all able to compete on level terms, thanks to the handicap system, and so ensuring real, sustained interest from start to finish.

Finally, before leaving the Le Mans entries, how pleasant to see Spain rejoining the ranks of active competitors!

Swanage, Dorset.

James R. N. Duncan.

Ulster Opportunity for B.R.M.

[64110.]—I was interested to read Mr. W. L. Hill's plea [64073] on behalf of the B.R.M. Association that the British Grand Prix should be run as a formula I event to enable the B.R.M. to have a chance of re-establishing itself.

to have a chance of re-establishing itself.

Could Mr. Hill's association not do anything to influence the B.R.M. organization to take advantage, both for testing and perhaps to win, of a real road race by entering for the formula I Ulster Trophy Race? It is strange that we have had this race for two years on the new Dundrod Circuit without even an entry from the B.R.M.

It is, perhaps, just as well that Farina in an Alfa Romeo has already won this race at an average of over 90 m.p.h., or we might have been told that the Northern Ireland course was not suitable.

INTERESTED SPECTATOR.
Belfast.

## INTERNATIONAL EXCHANGE

Youth Call from Missouri

[64111.]—I am fifteen years old and would like to correspond with others in foreign countries who collect automobile literature.

Don Bayer.

9, Spoede Road, R.R.I., Box 298, Clayton 24, Missouri.



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The hill-climb run last Sunday on the Firle estate was the final test in the Bentley D.C.'s Eastbourne Rally. Here is R. Grant, storming up appropriately mounted in a 3-litre Bentley.

# POLICE VICTORY: 1, 2, 3 and 4 in Bentley D.C.'s Eastbourne Rally

N the ambitious Eastbourne Rally, run by the Bentley D.C. last Friday, Saturday and Sunday, the police really came into their own with a one-two-three-four victory; in all they took seven of the first ten places. Interrupting them in the results were J. I. Bremner, Lancia Aprilia, in fifth place: D. N.

ing them in the results were J. I. Bremner, Lancia Aprilia, in fifth place; D. N. Hamilton, 3-litre Bentley, sixth; and R. P. N. Mennell, Aston Martin, ninth. Competitors, 75 strong, set off on Friday night from the Police Driving School at Hendon, London, and five other starting points, and headed for a good night drive ending at the top of Box Hill in Surrey. It was hitterly cold, snowing and drive ending at the top of BOX Fill in Surrey. It was bitterly cold, snowing and blowing, and the test planned for after breakfast on Saturday at Goodwood had to be cancelled. Eastbourne provided similar weather, although actual road surfaces at the coast were simply wet rather than snow-clad. After scrutineering the cars were therefore able to get cracking on the special tests arranged along the sea front.

# Wiggles and Woggles

These included acceleration and braking, wiggle woggle, "garaging" and so on, and the amusing test where posts supand so port strings which each competitor has to touch with the front and rear of his to fouch with the front and rear of his car. Many spirited efforts were made, despite the bitter weather numbing drivers' reactions and muscles. Then the police cheered! Out of the first ten, seven were police drivers, headed by H. W. Dalling with J. R. Skeggs as challenger.

On Sunday the decider was to be the

hill-climb on the Firle estate off the

Lewes road. This is an excellent climb, but when it seemed that only the first but when it seemed that only the first and steeper half would be usable, great depression settled on the drivers of high-geared cars. But all was well, if wet. The standard time of 38.6 sec was bettered only by J. Norris' 6½-litre Bentley in 35.6 sec, A. G. F. Oldworth's fine 2-litre Aston Martin in 37.2 sec, and R. F. Wright's Lagonda Rapide in 37.6 sec. But the police were too well due in for

But the police were too well dug in for the hill-climb to make any difference. In fact the only effect of the climb was to move A. E. E. Teer (police) to eighth,

displacing R. P. N. Mennell's Aston. Just to round it off the team of M.G.s from the Essex Police College took home the team prize. The whole event was well planned and equally well run, and despite the weather it was a complete success—for the boys in blue!

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1. M. G. TC (H. W. Dailing); 2. Riley 246-iii.

1. R. Skessys; 5. M. G. 142-iiire (A. Paul); 4. Woj. dey Six-Eighty (T. Cranfied); 5. Lancia Aprilia (J. Permare); 6. Bentiey 5. Hirr (D. N. Hamilton); 7. Bentier 6. Hirr (D. N. Hamilton); 7



A. E. E. Teer, one of the best known Police drivers, sets off from the London starting coint at the Police Driving School, in a 2}-litre Riley. He finished eighth

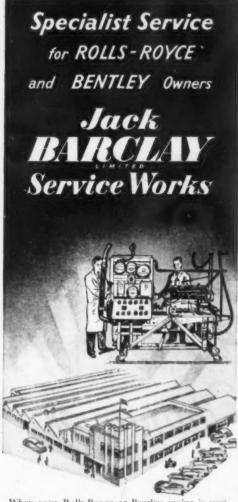


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# AUTOCAR" READERS' SERVICE

# When to Decarbonize

There seems to be considerable diver-gence of thought on the subject of decar-bonization. One school favours this treat-ment every few thousand miles, while others say leave well alone unless it is essential. What is your view?

R. A. G. Stirling.

BROADLY speaking the leave well alone policy is usually the wisest. The two factors which matter are the amount of carbon in the combustion chambers and its effect on the car, and the seating of the valves. Particularly in the seating of the valves. Particularly in cars used for long journeys and those driven fairly hard, there may be virtually no carbon formation, and if the valves are seating properly why remove the cylinder

The usual signs of the necessity to remove the head are excessive pinking, loss of power and heavy petrol consumption. Occasional checking of the compressions of the cylinders is a useful guide to the state of the valves, remembering to tappet clearances first. checks also prevent the valves getting into a sufficiently bad state to need renewal instead of re-grinding when a decarboniza-tion is finally undertaken.

# Running-on

I do not want to lower the compression ratio of my car or do anything drastic to ratio of my car or do anything drastic to stop the engine running-on after switch-ing off. It runs very well in normal motoring, but what is the simplest way to overcome the unpleasant tendency to keep on running?

E. J. M. on running? Liverpool.

THE most simple "remedy" is to rev up the engine, switch off, and instantly press the throttle pedal right down.
The ensuing cold air entering the engine as the revs die down should cool any hot spots sufficiently to stop or reduce run-

ning-on.

If this method fails, the clutch may be very gently let in to stop the engine, the gear lever being in top position (and the brakes on, of course). Considerable care brakes on, of course). Considerable care should be exercised, as a violent engage-ment of the clutch might well bend a connecting rod.

# Pre-war Engine Capacity

I quite see that the pre-war system of h.p. classification was almost meaningless, and that the cubic capacity system is a and that the cubic capacity system is a real measure of engine size. It seems, then, that rather than try to think of modern cars as x h.p. to make compari-sons, it would be better to calculate the capacity of typical pre-war car engine sizes. But how does one work them out? Bromley, Kent. E. L. A.

AS an example, take the 1939 Austin Ten, with four cylinders and a bore and stroke of 63.5 and 89mm respectively. To calculate the capacity in cubic centimetres (c.c.) it is necessary only to calculate the area of the top of the piston, multiply this by the length of the stroke.

and multiply the result by the number of cylinders. The final result must be divided by 1,000 to convert from cubic mm to The combustion chamber spaces are c.c. The combustion chamber spaces are not included, the volume measured being the "swept volume," i.e., the volume swept by the moving piston. The formula for the area of the top of the piston is, of course, \*rt', and in this case r will be half 63.5. The result is 1,125 c.c., and anyone ending up with 4\ litres supercharged should forget the whole thing!

# **Exhaust Explosions**

I now get fairly severe exhaust ex-plosions when the car is on the over-run. I have checked the ignition and car-burettor settings without finding anything amiss. What is likely to be wrong? A. N. A. Cardiff.

A LEAK in the forward part of the exexhaust system is the cause of explosions on the over-run in nearly all cases. prosons on the over-run in nearly all cases, It may be only the manifold gasket or the joint between manifold and pipe which is at fault. Remember that if a flexible pipe is fitted it may need replacement, not be-cause of a hole but because of overall

leaking through its spiral seams. A weak mixture is a possible cause and is quite likely to aggravate the trouble, and there is also the possibility of a sticking valve.

# Brake Judder-

My recently purchased second-hand car is suffering from acute front brake judder. What, please, are the most likely reasons for this?

P. M. A. Blackpool.

IF the brakes have just been relined. chamfering the leading edges of the linings may stop the judder. Linings worn down to the rivets, or scored or oval drums, are other causes. Play in king pins, and in wishbone joints on modern i.f.s. cars, can make matters a good deal

# -and the Clutch. Too

What can I do to cure rather violent clutch judder which occurs every time I move off from rest?

A. L. R. Cork, Eire.

THERE are several possible causes, and the trouble can be made more notice-able by auxiliary faults. Among the possibilities to check are an unevenly worn lining, a distorted clutch plate, and seizure of the clutch plate centre on the clutch

On some types of clutch there are cushioning springs in the clutch plate, which lie at right angles to the centre line of the car, and some of these may be broken. Faults in a flexible engine mounting can also cause trouble, and play in the transmission can make the judder effect worse

 A stamped self-addressed envelope or an International or Imperial reply coupon, must accompany queries, which coupon, must accompany queries, which should be kept separate from other communications. Technical, legal, sporting and general questions are dealt with, and should be addressed to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.I.

Queries should not be submitted which are the normal business of manufacturers' service departments

# Unsteady Speedometer

My speedometer needle swings slowly back and forth over a range of about five or six m.p.h. The instrument itself is relatively new so I am wondering whether the fault can be in the drive?

THE fault could be in the speedometer The faths could be in the specioinerer itself but it is likely to be wind-up in the cable caused by poor lubrication. To remedy this the cable should not be liberally oiled because the lubricant may find its way into, and damage, the speed-ometer. Remove the whole cable and take out the inner core; smear this with graphite grease and then reassemble.

Another possible cause of this fault is that the cable has too sharp a bend in it. If the speedometer head has recently been changed, perhaps the cable was refitted so that it lay in a different position from that

Removing the Ridge

used originally

When fitting new piston rings and the necessity arises to remove the ridge at the top of each cylinder bore, what procedure should be adopted? Leicester

A BEARING scraper should be used to remove the ridge, but great care is necessary in its use. It is extremely easy necessary in its use. It is extremely easy to score the bore or, alternatively, make the cylinder slightly bell-mouthed, so be careful. If the bore does become bell-mouthed the effect may be improved in time by the formation of some carbon.

### Static Deflection

I am puzzled on a suspension point. The designers of the Mercedes-Benz use a large static deflection, while the graph of the Fiat 1400 shows the main deflection to be within a small range. Why should two good suspensions be so different in this respect? Orpington, Kent.

A LARGE static deflection is required to obtain the desired frequency on a suspension system using a constant rate spring, as the frequency depends on this static deflection.

The position is different, however, with a progressive rate spring, such as on the Fiat 1400, as the frequency is governed by the rate at the particular load.



E. B. Kaye, who was the winner of the garaging test in the recent Huddersfield M.C. rally, is here seen hard pushed on a grassy slope in his A.40 Austin.

# THE SPORT

by J. A. COOPER

A REMARKABLE state of affairs seems

A to have arisen in America, which I think could really happen only in that remarkable country. The governing body of motor racing over there is the American Automobile Association (the A.A.A., or "three As"), and there is only one major club interested in the sport of road

racing as we know it, the Sports Car Club of America. This latter body has grown at a considerable speed in the last few

years, and now possesses something in the region of 2,500 members, including almost all the better-known drivers in American

\*HE vagaries of the British climate provided the early stages of the Daily Telegraph sponsored R.A.C. rally with far more variety and excitement than might have been expected at this time But in these circumstances, the of year. decision to abandon the Silverstone test is against to abandon the substitute east all the more remarkable and regrettable; in the weather conditions which prevailed at the time of arrival of the competitors at the track there would have been no danger to speak of—less, in fact, than would have been the case if it had been raining heavily. \* \* \*

VERY welcome indeed is the news that H.R.H. the Duke of Edinburgh, K.G., has accepted the position of President-in-Chief of the B.R.D.C. The Duke has always been interested in motor racing; he is a keen fast motorist himself, and attended the club's 21st birthday party in 1948, as well as the 1950 B.R.D.C. Silverstone meeting. This welcome Royal Patronage of the club is, of course, not new; the office of President-in-Chief was created for H.R.H. Prince George Justs the Duke for H.R.H. Prince George (later the Duke of Kent) in 1932, and he occupied it until his tragic death in a flying accident during the war years. Since then the office has remained vacant; its reoccupation in the

club's Silver Jubilee year is most timely.

The Duke of Edinburgh has sent the following message to the British Racing

following message to the BrItish Racing Drivers' Club; it was read by Lord Howe to the assembly of members at the annual general meeting in London last Friday.

"It sives me much pleasure to accept the office of Fresident-in-Chief of the British Railver Lubbles of this great organization.

"Now that you have taken over the management of Silverstone, I hope that is will receive the approval and support of the British motor industry, to whom such a circuit is a great asset in the proving of British cars for export of motor racing, which has always been entertaining and enterprising, and may the Club long continue to further the prevising of British motor cars throughout the world.

(Signed) PHILIP."

(Signed) PHILIP."

road racing. That is all very well; the trouble seems to be that this club has now apparently developed an inflated sense of its own powers and importance. APRIL 4.—Sunbac. Nocturnal navigation Lyttleton Arms, near Hagley. Worcester-

PRIL 4.—Sunbac. Nocturnal navigation, Lyttleton Arms, near Hagley, Worcester-thire, 9 p. m.
—Cornwall Vintage C.C. Monthly meeting, Chiverton Arms, Blackwater, Corawall, from 8 p.m.
—Alvis O.C. (Midland Section). Annual dinner, Foulydiate Hotel, near Bromsgrove, Worcestershire, 6.30 p.m.
—710 M.C. Night navigation frolic, King's Arms Hotel, Stokenchurch, Buckingham-Hotel, Mosten Hotel, Horsefair Street, Leicester, S.30 p.m.
—Valeatine G.P. Turin, Haly.
—Chester M.C. Bardley Trophy Trial, Kaye's Garage, Gwersyllt, near Wrex-horn Denbighshire, 11 am. M.C.C.
—Hornham and D.M.C. and L.C.C.
—Hornham and D.M.C. and L.C.C.
—Hornham and D.M.C. and L.C.C.
—Hornham and D.M.C. Sayed, S. Sayed, S. Sayed, M. S. Sayed, S

Recently, its own races have been open only for its own members to participate in-closed meetings, in fact-and any attempt on the part of any other body to run open or international races has met with severe criticism. Nor has it stopped there; for the success of the international there; for the success of the international and A.A.A.-sanctioned 12-hour race at Sebring on March 15 was promptly threatened by the immediate promotion by the S.C.C.A. of another 12-hour race in the same area, at Vero Beach, one week earlier. Now this is frankly silly, if not childish; it is an attempt to enforce the principle of the closed shop on American road racing, and it would appear to be an open defiance of the authority of the A.A.A.

If the latter is in fact intended, it is quite on the cards that the chances of some of the American drivers concerned of competing in European events will be affected, as competition in an outlaw event not sanctioned by the national body should result in the automatic suspension of the international competition licence of any

A lot of the trouble seems to have arisen from the old amateur versus professional argument that has done so much to spoil other big sports from time to time. Fortu-nately, in European motor racing this disnately, in European motor rating ins dis-tinction is not made, and racing is the better for it; but in America—that land of democracy!—feeling runs high on the subject. It will be interesting to see the subject. It will be interesting to see the result of all this controversy; something must obviously be done to resolve it, and soon, before the whole world starts laughing and American road racing falls victim to ridicule.

A SURPRISING event has occurred; the M.A.C. has been forced to cancel its Shelsley Walsh hill-climb, which should have taken place on April 26, because of lack of entries. This is the first time that this state of affairs has arisen in the history of the climb; the main reason for it must be that intending comreason for it must be that intending com-petitors did not realize that it was being held earlier this year than usual (it has previously been held in June), and did not get around to applying for entry forms until it was already too late. But rules are rules, and the M.A.C., having laid down in the regulations what was, per-haps, a rather early closing date for entries,

# COMING SHORTLY

SHORTLY
 The Tay Son Club. Annual rally and gymkhana, Dispersal Bay, Redhill serodrome, Surrey. 11.30 a.m.
 L-Z.—M.C.C. Land's End Trial, starting from Piymouth, Stratford-on-Avon and Virginia Water.
 L. C. Rose meeting, Cartle Combe circuit, near Chippenham, Withshire, 1 p.m.
 Blackburn Welfare M.C. Brough Aerodrome Races, Yorkshire, 1 p.m.
 L-Lydstep hill-climb, Tenby, Pembrokeshire, 2 p.m.
 L-H. Scottish S.C.C. Highland Three Days Rully, Falkirk for Rink, Falkirk, Striting-Rully, 190 a.C. Circuit of Ireland Trial.
 Lander, J. C. C. Midland Section), Cottwolds Rally, Ettington Park Hotel, near Stratford-on-Avon, 2.15 p.m.
 L-B.A.R.C. Race meeting, Goodwood, near Chichester, Suspen, 1.39 p.m.
 Half-Litre C.C. Race meeting, Branda Hatch circuit, near Fawkham, Kent, 2

Hatch circult, oser Fawkham, Kent, 2 p.m. 14.—Australian G.P. Australia. 14.—West Cornwall M.C. Trengwainton hilt-climb. 14.—Hall-Litre C.C. Dance, Greenway Country Club, West Malling, Kent, 8.30 p.m.

has reluctantly decided to cancel the whole

The main thing is not to let such a catastrophe happen again; therefore, will all interested persons please note that the autumn Shelsley also takes place a little carlier than usual, on August 30, precise? Make a note in your diary now!

THE Midland A.C.'s annual dinner, which was postponed owing to the death of the King, was held at the Grand Hotel, Birmingham, on Tuesday, March 25, when about 250 members and guests assembled under the chairmanship guests assembled under the chairmanship of Mr. C. R. M. Parr, who set a praise-worthy example of brevity in welcoming the guests. The Shelsley trophies were presented by A. G. B. Owen, O.B.E., who gave the latest news from Monza concerning the B.R.M. Apparently the road holding and suspension are now thoroughly antisfactory (on the authority of Stirling Mons) and Ken Whester is also over these Moss) and Ken Wharton is also over there trying out its paces, while Fangio will arrive during April. It is intended to run the B.R.M. in as many events as possible.

Most of the silverware seemed to be

collected by Sydney Allard, who received a great ovation and who described some a great ovalion and who describes of of the secret history which lay behind this year's Monte, particularly as regards the luck which entered into navigation

during the eliminating test.

WITH the blizzards, snow, occasional hailstones and sleet that visited England last weekend, it could rightly be said that the West Essex Car Club's Chelmsford Speed Trial at Boreham was cancelled through "natural causes." It will, however, be run next Sunday, April 6, when a large entry—of over 160— will compete. The Boreham circuit is will compete. The Boreham circuit is near Chelmsford, Essex; the meeting will

start at 10.30.

. . . THE Scottish Motor Racing Club, in conjunction with the R.S.A.C., is holding a race meeting for 500 c.c. cars at Beveridge Park, Kirkcaldy, Fife, on Saturday, April 26. This will be run under a closed invitation permit, and it is hoped that many of the leading formula 3 drivers will take part; the circuit is an interesting ensuine road course with a lap. interesting genuine road course with a lap distance of 1.3 miles. Enquiries to the secretary, E. B. Gange, 34, Castle Street,

### CLUB **NEWS**

Cemian M.C.—Michael Day, driving a Ford V8 Pilot, won the social event run on March 23. Next competition date is April 27, when the Chiltern Cup Trial will start from Holtspur, near Beaconafield, at 2.15 p.m.

N. Deven M.C.—There will be three starting points—Taunton, Plymouth and Barnstaple—for the Hiracombe Car Raily on May 24-25. Invited clubs: Bristol, M.G. (S.W.), West of England, Taunton, Exmoor, Vintage, Plymouth, West Hants and Dorset. (H. Bartlett, 41, Charles Street, Barnstaple, North Devon.)

Cornwall Vintage C.C.—The driving tests on May 4 at Davidstow aerodrome, near Camelford, Cornwall, have kept certain members of the club busy concoccing weird and wonderful manœuvres at which competitors will be able to test their skill. A noggin and natter will follow the event.

Fiat 500 Club.—All Fiat 500 drivers are invited to compete in the annual rally and

THE Lyons-Charbonniéres Rally has been won, so to speak, by a home team. Organized by the Automobile Club du Rhône, it was a three-day event (March 28-30), with a course through the French Alps. The winning car was a Citroen, driven by the Frenchmen, M. Pouderoux and M. Quincieu. Stirling Moss, who entered with, as co-driver, Gregor Grant, in his Jaguar XK120 coupé, came second in the over 3-litre category and 15th on general classification. The only other British competitor, Stephen Watson in an Aston Martin, finished in 25th place.

ALL those of you who intend to be A present at Brands Hatch on Easter Monday, take note: the Half-Litre Club, as well as promoting the meeting, is promoting a buffet dance afterwards at the Greenway Country Club, West Malling a little farther on down the Maidstone road. Dancing from 8 p.m. to 1 a.m., prize distribution 11.30 p.m. Tickets prize distribution 11.30 p.m. Tickets from the new secretary, Ken Carter, 100, Station Road, Sidcup, Kent. ...

. . .

IT seems that the career of Winfield aerodrome, near Berwick, as a racing circuit was short and sweet, for the three clubs who together formed the Winfield Joint Committee and were responsible for the organization of the racing there have now decided to transfer their allegiance to the aerodrome at Charterhall, about ten miles to the west of Winfield. Apparently the surface of the track at the new venue is in considerably better condition than that at the old, and two interesting circuits can be laid out on it, one of two miles and the other of 2.9 miles per lap.

Another new circuit which appears to be gradually approaching the bounds of possibility is that at Oulton Park, near Northwich, in Cheshire. The latest de-velopment there is that the scheme has recipionent inere is that the scheme has now received the official blessing of the Cheshire County Council, on condition that racing should be restricted to five days per year and should not take place on Sundays.

THE Castrol-sponsored racing film, European Motor Racing, to which reference has already been made in this column, has proved so popular with club secretaries that every copy is now booked up for exhibition until the end of July. Bookings are now being accepted for next autumn and winter; apply to C. C. Wake-field and Co., Ltd., 46, Grosvenor Street, London, W.1.

gymkhana at Redhill Aerodrome on Friday, April 11. (J. A. James, 71, The Grampians, Western Gate, London, W.6.)

Loudon M.C.—Entries for the Little Rally (April 19) close at midnight on April 12. This event will have a road section of approximately 199 miles, starting and finishing at the Royal Huts Hotel, Hindhead, Surrey, and taking competitors through the New-Forest. Marks will not be lost for late arrival at route checks placed along the course, but at the official controls the times of arrival will be recorded. Despite a number of timed driving tests, this is not a stiff event, and is intended to provide a pleasant day for the family rather than keenly competitive motoring. (Mrs. Nina Imhof, Robin Hill, Coombe Hill Road, Kingston-on-Thames, Surrey.) Loudon M.C.-Entries for the Little Rally petitive motoring. (M Hill, Coombe Hill Thames, Surrey.)

Aberdeen and D.M.C.—This club will hold its first race meeting of the season on May 25, at Crimond airfield. It is hoped

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saloon, L.H.D., 16,000 miles. 1947 CHEVROLET 4-dr. "Fleet-master" saloon, R.H.D., 25,000

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# CLUB NEWS

that the programme will include races for saloon cars and motor cycles.

Rhyl and D.M.C.—With a 300-mile route starting from Rhyl and Chester, and a regularity test run on the Monte Carlo pattern, the North Wales Rally on April 19-20 should be an ambitious event. Regulations will be published shortly.

Hants and Berks M.C. and Bristol M.C. and L.C.C.—The title—"Versatility Trial"—does in itself help to explain what will does in itself help to explain what will be expected of cars and drivers in the event on April 26, starting from Castle Combe, Wittshire. Versatility here means that sports and touring cars will be put through a timed test of three laps around the Castle Combe circuit at the beginning of the exercise, and will then cover a trials course, which will be non-chassis-breaking but still competitive. This section will cover about 60 miles. Tyre pressure will be set at the start, and passengers will not be allowed to "bounce," so the general effect on the hills promises to be well ordered if restrained. Invited clubs: Cheltenham, London, 750, Sunbac, Vintage, West Hants and Dorset. (Entries close April 19; D. C. Johns, 48, Reading Road, Woodley, Berkshire.)

# continued

Incorporated Auctioneers C.C.—This club has been recently formed, and is now one of those officially recognized by the R.A.C. Honorary secretary: W. G. Field, 7, Gayton Crescent, London, N.W.3.

Crescent, London, N.W.3.

Vintage S.C.C.—The annual Blubberhouses Trial (April 20) is being preceded this year by a rally and driving tests on the previous day. Thus all types of Vintage car will have a chance of some competition motoring within the same weekend, for the Bawtry Rally (April 19) will be organized on the lines of the Bisley and Madresfield events, being suitable for all comers, including family and everyday models, while the Blubberhouses Trial on the following day will not include any freak or chassis-breaking sections, but is more suited to sports cars. Supplementary regulations have been

sections, but is more suited to sports cars. Supplementary regulations have been published now for the Silverstone race meeting on May 3, which will include a one-hour high-speed trial for Vintage sports cars, in which there will be two compulsory pit stops. The remainder of the programme will be taken up with handicap and scratch races, of five and ten laps each, for Vintage sports, and historic racing, cars. (Entries close April 14; T. W. Carson, Mellaha, Pack Lanc, Kempshott, Basingstoke, Hampshire.)

# IN BRIEF

Mr. R. Bartram has been appointed a Mr. R. Bartram has been appointed a director and manager of the tyre division of Tyresoles (East Midlands), Ltd., at Wellingborough, Northamptonshire. He joined Tyresoles, Ltd. as a representative in Essex in 1938.

The Standard Motor Co., Ltd. are opening new premises in Berkeley Square, London, for their London export division. as the present area used for this purpose at 37, Davies Street has long been inade-quate. In addition to administrative offices, the building will include facilities for the reception of overseas visitors. Work is in progress on the site, and it is expected that the new premises will be opened before the end of the year.

Mr. R. T. Byford, A.C.I.S., has been appointed secretary of the Tyre Manu-facturers' Conference, Ltd., and secretary of the tyre trade joint committee, in succession to the late Mr. W. B. Stokes. Mr. Byford joined the T.M.C. on being demobilized in 1946.

Mr. A. R. Smith has been appointed India Tyre representative for Berkshire and South Oxfordshire in succession to Mr. A. McEwen, who has taken up a technical appointment at the factory. Mr. P. A. W. Goddard is now general representative in the Cambridge and Bedford area, and Mr. J. R. Steele in Shronshire. Shropshire.

Mr. C. L. P. Edmonds, export manager, and Mr. F. A. Bethell, service representative, of the Standard Motor Co., Ltd., have left England by air for a survey of markets lett England by air for a survey or markets extending from Karachi to Tokyo. Their journey will include visits to Pakistan, India, Burma, Thailand, Hong Kong, Japan, Singapore, Indonesia and Ceylon, and it will cover 20,855 miles. They hope to cover this distance in two months.

# INFORMATION SOUGHT

Correspondence, addressed c/o Autocar, can be forwarded on behalf of readers seeking the following information and handbooks:-

No. 16273. 1927 Fiat Model 503B. and also a handbook.

No. 16274. Building a Special.
"H.B."—Details and snags to look allding a Ford-engined sports car. for in

No. 16275. 1937 Talbot Ten. A.N."—Any helpful information; also a

No. 16276. 1939-40 1)-fitre Jaguar.
"A.F."—All possible details and a handbook. No. 16277. 1932 12 h.p. Armstrong Siddeley. "H.G.S."—General details and experience:

1910 Lanchester Fourteen. No. 16278. 1950 Lanchester F
"W.R.V."—Any available inform
de luxe sports soloon, also a handbook

No. 16279. 1933 Alvia Firefly.
"J.H.T.C."—All possible information and a

No. 16280. 1934 Wolseley Hornet.

No. 16231. Flat Four Engines.

"G.C."—Experiences with the Jowett Javelin.

Tatra, and so on, particularly as to reliability, refinement, lubrication and weaknesses.

No. 16282. 1935 Hillman Minx. J.H."—All possible information on drop-coupé model; also a handbook.

No. 16283. 1935 Riley Twelve Kestrel "M.W.G.F."—Maint-nance hints, all pos ible tells and a workshop manual.

No. 16284. 1936 Austin Sixteen.
"A.C."—All available information and a hand-

No. 16295. Handbooks Required.

A.I.B."—1937 Lanchester Fourteen.

W.P.C."—Vaushall Ve'ox service manual.

G.H."—1934 Standard Nine.

E.W.T."—1938 Vaushall Ten; also spare parts

hat. N.T."—1937-38 Rover Sixteen.

"A.E.M."—1938 Lanchester Fourteen Road-

Ser.

\*\*L.G.H."—1937 Wolseley Fourteen.

\*\*R.H.H."—1938 Aver Staten.

\*G.F.D."—1938 Rover Stateen.

\*\*L.W."—1936 Lanchester Ten.

\*\*T.E.S."—1934 Morris Ten.-Siz.

\*\*J.K.A."—1936 Austin Seven Ruby.

\*\*R.H."—1936 Austin Seven Ruby.





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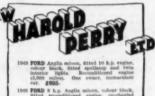
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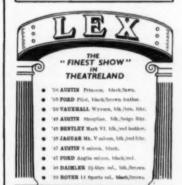
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POWLAND SMITH'S. OWLAND SMITH'S the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham, 6041. [0914]

1949 50 Alvis, Grosvenor Garage Burbage Lane.

FREEMAN Ltd., Grosvenor Garage Burbage Lane.

FREEMAN Ltd., Grosvenor Garage Burbage Lane.

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106 OAMDEN MOTORS ureently require good pre-not-war Airis-Camden Motors, Lake St., Leighton Buzzard, Beds, Tel. 2021. CHARLES FULLETT, Ltd., up good late model oars. —18. Servicey St. M. J. Sag. 6226. Service Tel. Cunningham 5386-72.

CERVICE and spares for Alvis cars.

LVIS, Ltd., Service Station, 632, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar, Gold, London, And Dat Alvis, Ltd., Service Station, Holybead Rd. Coventry, Tel. 5901. 'Grams, Alvis, Coventry. CHARLES FOLLETT, Ltd., Alvis specialists.

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CERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5956-7-8. D ISMANTLING Aivis 20, 1955 and 17hp 1936 and 1954.—Motolympia, Welshpool (Tel. Oswestry 480), (0423 KINGSTON-ON-THAMES.—Sales, Service and Spares,
—G. W. Wilkin, Ltd., Weston Park, and 94, Eden
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A LVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnace Lane, Man-chester 19, Rus, 2674-5.

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1949 Built f3 Super de luxe, radio, heater, white wall tyres.
1948 Model Buick St Super, registered 1947, r.h.d., fitted rest covers.
1948 throughout, heater and seat cover operated the fitted seat covers.
1944 Chevrolet 2-door full de luxe saloon, heater.

Chevroiet 2-door full de luxe saloon, heater.

Chrysler de luxe with extras.

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Plymouth 4-door saloon de luxe, fitted with model Studebaker convertible.—Simpson's Specialists). Wembier 991/5905. Uldowing post-war model Studebaker convertible.—Simpson's Motors (Wembier). Ltd. (American Car Wembier). Ltd.

948 Chevrolet Pleetmaster saloon.

949 Chevrolet Stylemaster saloon, 949 Buick Super 8 saloon, 10,500 miles.

Buick Special 8 saloon, all extras. 947 Buick Special 8 saloon, all extras. 947 Mercury 6-seater drop head coupe.

949 Mercury 6-seater drop head coupe. Oldsmobile saloon, hydramatic drive,

details and prices of above, write, call or 'phone, NAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard,

OE THOMPSON (MOTORS), Ltd., offer:-

SELECTION of American cars.

OE THOMPSON (MOTORS), Ltd., 97, Pulham F South Kensington (next to Michelins), Ken. 45

American Gars Wanted

BIGGEST buyers of American cars.

RGENTLY require post-war American cars.-35, Sloane St., S.W.I. Tel. Sloane 3557.6970. [1507]
SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car buyers.—Wembley 8691, 5905.

P&J
PASS & JOYCE, Ltd., offer:-

1950 Armstrong Siddeley 18hp Hurricane drop head coupe, fawn brown, preselector, gen-box, one owner, £1,495,—184, G. Portland St., W.1, (1990)

Museum 1001.

1949 Armstrong Siddeley Lancaster saloon, black, acryleed by makers, 103, New Bond St., London, W.I. Mayfair 8551/6. WARWICK WRIGHT, Ltd., offer:—

W ARWICK SIGNED Siddeley Whitley saloon, black, 1950 Armstrong Siddeley Whitley saloon, black, WARWICK WRIGHT, Ltd., 150. New Bond St., W.I. [2266] W ARWICK WRIGHT, Ltd., 150. New I Mayfair 9761. H. M. BENTLEY & PARTNERS, Ltd.

1950 (May) Armstrong Siddeley 18hp Typhoon, one owner; £1,365.

3. Albemarie St., London, W.1. Tel. Grosvenor 5551. CUY SALMON AUTOMOBILES, Ltd., offer:-

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 Armstrong Siddeley Typhoen saloon, include maculate condition, £875.—Portsmouth Mc.
Thames Ditton. Emberbrook 5551-2-5. [6448]

ATE 1948 Armstrong Siddeley Lancaster saloon, indinational condition.

Introduction condition.

End. End. End. Ltd., High Rd., Ponders End. End. Enteld. Tel. Noward 1266.

ORDON CARS (LONDON). Ltd.—1950 Armstrons. Hurricane coupe, £475.

URLITICATE COUPE, £475.

URLITICATE COUPE, £475.

AVPAIR CARRIAGE Co., Ltd., The Hyde, Edgwart Rd., No. 20. 000 mides, immaculate condition, £685.

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MAYPAIR CARRIAGE CO., Ltd., The Hyde, Edgwart St., Col. 1961.

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MAYPAIR CARRIAGE CO., Ltd., The Hyde, Edgwart St., Col. 1961.

MAYPAIR CARRIAGE CO., Ltd., The Hyde, Edgwart St., Col. 1961.

6900; no Gealers.—Glover, G. (656)

A RMSTRONG 16 saloon registered, October, 1940, pir selector gears in excellent order throughout, taxe and insured; 355gns.—Tel. Fremantie 8324; no dealer [668]

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1947 Armstrone Typhoon saloon, pres-96668
17,100, condition as new.—Bentley, The Mount, Fortill, Stoke—on-Trein.

A series of the saloon of the

H URRICANE, May, 1947, ensure DERICANE May, 1847, engine overhaused by makers, manual gear change, madio, two new tyres, hood, good condition, engine perfect condition; caseen at makers London service Depot; £700.—86x

schanges, deferred teims, writige guarantee.—Change Norrages. Lod., Hanger Lanc, Western Ave., Esling. W.5 Per. 4400 per 1.0 p

495. Seen:

& SAUNDERS (100-Limousines) Providence
ourt, North Audley Street. Maylair-2941. [606]

Armstrong Siddeley Cars Wanted

M THE CAR MARI, Ltd., wish to purchase Armstronz Siddeley cars.—320, Euston Rd., N.W.1 Euston 10171 OWLAND SMITH'S.

ROWLAND SMITH'S, the Armstrong buyers.—Hamp-stead High St. (Hamp. Tube). Ham. 6041. [09]6 A stead High St. (Hamp, Tube). Ham. 6041. [09]6
A Taylor, 2a. Conduit Mews, W.J. Amb. 6049, [5345
A Taylor, 2a. Conduit Mews, W.J. Amb. 6049, [5345
A MARSTON MOTOR Co., Ltd., for your Armstrone
ical Siddley.—Tel. Sta. 2000. Geren Sisters Rd., forical Siddley.—Tel. Siddley cars.—1-5. Peter St.
Manchester.—Tel. BlackTriars 7845.
DASS & JOYCE. Ltd., London and District distribufors.—sita to gurchase carefully used post-war.
Museum 1001.
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Museum 1001.
Startone Siddley scare; and Service.

Armstrong Siddeley Spares and Service
RCOT MOTORS, Ltd.

A ROOT MOTORS, Ltd.—Preselector gear boxes; ex-A change and repairs.—169, Pulham Rd., S.W.5. Kensington 7501. [0235] A ROOT MOTORS preselector gear boxes exchange and repairs. A RCOT MOTORS preselector gear boxes exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete over-hauls service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshops.
A RCOT MOTORS. Ltd., 169, Fulham Rd., 8.W.3.
A Write, call or 'phone Kensington 7301. (9644)
D ISMAN'TLING 1938 14hp, also 1937 1934/5 15hp, alsos
1931.—Motolympia, Welshpool. Tel. Oswestry 1934.

A 1931.—accolympa, Weishpool. Tel. Oswestry 480.

A LARGE stock of spares for the above cars sales.

A available.—Pass & Joyce, Lid., London distributors,
Works. Hawler, Orecomb. Clambers, 18 d., Manchester, 8.

Have large stocks of spares; reconditioning of cars
and preselector gear boxes undertaken.—Tel. Deansyste
5(18). TRAL GARAGE Croydon, distributors [0600].

CENTRAL GARAGE Croydon, distributors for the strong Stddeley car, sales, spares and experimental carses.

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BROOKLANDS ASTON MARTIN

 $f{A}$  STON MARTIN distributors, new 2.6-litre for demonstration.

103, New Bond St., London, W.1. Mayfair 8551-6. (6232 10 30 - ever sour de, honison, w.l. maynair obless.
10 30 - estimate Aston Martin aports asloom, in exparade Mitcham, Tel. Mit. 3932. [6714
STON Martin 1934 Le Mans short chassis, exSTON Martin 1934 Le Mans short chassis, exgelogal condition; £25, or exchange good 1959
M.O. 7k 78s.—Butcher, Oxford Airport, Kdingsford,

M.G. TATR—Butcher, Oxford Airport, Kullington.
[6273]
A STON MARTIN 2-litre tourer, 2/4-seater, 1998, excellent condition; open A.A./R.A.C. Inspection,
apply demonstration of inspection—Richard Tiles, Ltd.
[1998]
1999

4 and Artin, very carefully maintinet good tyres, brakes and batteries, seperal condition
well above average—Sharp, Monks Gate, Horsham.
[6520]

A STON MARTIN Cars Wanted [6500 A STON MARTIN Cars wanted for cash; tul details First Motors, Ltd. (old Window; Window 2002-3, Cold Managasted Sigh St., (Bangstend Tabe).

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars Solution of the spares for all Aston Martin cars produced up to 1940; specialised servicing facili-ties; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3.

AUSTIN SEVEN
1938 Austin Ruby saloon, cheep, for quick mie.
(680
1939 Austin Big 7 saloon, black/blue leather,
very nice order throughout: 2,590,
WARD'S of Putney, TE, West Bill, S.W.15.
(4330

EXCEPTIONAL saloon 1933, £50 reconditioning; 140 gns., offers.—15, Holly Drive, London, £.4. [6574] 1936 Austin 7 saloon in really nice cond WADHAM GARAGES, Ltd., Weston-s.-Mare.

£85 -1929 Austin 7 saloon, in original and sound condition throughout; another, 1951 saloon, £135. X.L. SERVICE STATION, Kingston Vale, 8.W.15. Kingsje : 8333.

1939 Austin Big 7 saloon in first-class condition throughout; £300.—Kings Motors, 1, High St., Hounslow, Tel. 5552. 18-70 throughout Except 1998 Bit. Houndrow. Tel. 5852; Bodel, Oral 2-seater, grey Bit. Houndrow, and the second of the second of

\$275 -1957 The Austin Ruby saloon, excellent condition.—Le Grice Elera, Ltd., 107-9, Old Brompton Rd., South Kensinston, S.W.T. Kensington

monarcon Rd., South Kensington, S.W.T. Kanamana 2017

2017

5.—Most attractive little car, Austin 7, 2-seater coupe 1937, miseage \$9,000 only, original dark blue cellulose Flack wings and brilliant chromium oil consumption nil, retrol 55 miles per gallon ideal for lady or genleman locking for an ab-solutely resume small of the absolute or ling. 6x souther for the state of the beautiful of the South for the state of the south of the Melton Mowbray. Tel. 535.

ROWLAND SMITH'S, the Austin buyers.—Hamp stend High St. (Hampstend Tube). Ham, 6041. AUSTIN EIGHT

GE GEOFFREY EDWARDS, Ltd., offer:

GEOFFREY ENWARDS SEED 4000 and 1000 aliding the 100 model Austin 6 de luze 4-door saloon, sliding the 100 model Austin 6 de luze 4-door saloon, sliding brilliant original cellulose with spotless chromium flattings, just overhaused, entire car in most superb conditions and virtually as few throughout. J mencher suiten and virtually as few throughout. J mencher suiten and virtually as few throughout. J mencher suiten and proposed the suitenance of the suitenan

AMENDARY, Ltd. ONDON Distributors.

1947 Austin Sep saloon, six months' guarantee:
Euston Rd., N. W. 1. Euston 1212.

ROUNDABOUT OMEY:

1946 Austin 8 4-door saloon, in first-class order DUNDABOUT GARAGES. Ltd., Western Ave., Greenford, Middlesex. Waxlow 1071-5.

1948 Austin 8 de luxe 4-door micon, one own low mileage, new tyres, spotless; £625 Oyril Sheppard, Shepherds Hill, Reading, Sonn NONTROE MOTORS offer:-

1935 Austin 7 Ruby saloon; £195.

1938 Austin Big 7 4-door saloon; £295.

939 Austin 8 saloon, 2-door; £345.

1939 Austin 8 4-door; £585.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping
New Rd., Buckhurst Hill, Essex, Buc, 1171-2.
[6486

H. A. SAUNDERS, Ltd., offer:-

1947 Austin 8 de luxé aaloon, black with brown uphrustery, 18,000 miles; 2675. A USTIN 8, 1946, tourer, excellent condition, new tyres, \$295 -34, St. James's Gardens, W.II. (6253

295 -54, 5t. Julies 5 Anteens.
295 -Austin 8 1939 2-dr. sin. cellulose as new.
PERMOTORS. I. Ciarendon Rd. Holland Park. London. W.I.I. Park 5066-7. Open Mon. to Sat.
9-6. (50yd Holland Park Tube.)

1946 Austin 8 sun saloon, black, excellent con-dition: £560.—Tel. Addiscombe 2094 even 1946 Austin 8 black, taxed year, new tyres, battery, 22,800 miles, perfect throughout; 6595 -323, Hainton Ave., Grimsby.

19 19 satiety, 22.500 miles, perfect throughout, 5755.—323. Hainfon Ave., Grimsby.
19 49 resistered Austin 8 4-door de luxe asloon.
348. Kuin 62.
349. Kuin

Austin Eight Cars Wanted

THE CAR MART, Ltd., London distributors, wis T purchase Austin 8 cars.—297, Euston Rd., N Euston 1212. Guston 1212. (0952
CRORCE NEWMAN & Co. have cash waiting for good
Austin & cars. to sell to them at 369. Euston Rd.,
Clondon, N.W.1 Euston 486.
Clondon, N.W.1 Euston 486.
Clondon, N.W.1 Euston 486.
Ham. 501.
A coverable of the control of the cont CASN buyers of low mileage Austin 8s, distance object.—Hattons, Lord St., Southport. Tel. 2268 CAMDEN MOTORS urgently require good pre- and post-war Austin 8s.—Camden Motors. Lake St., Leighton Buzzard. Reds. Tel. 2041.

CRES offer:- AUSTIN TEN

A Austin ID saloon, finished in blue, hrown careful v when and in magnificent condition throughout, first field secure, and in magnificent condition throughout, first field secure, and in the secure of the secure

1947 Austin 10 micon de iuse, very carefully B. J. HUNTER, Ltd., 22 Cricklewood Broadway, N. W. Z. Fiel, Clindstone 6305.

1947 Austin 10 4-door saison, black, brown, 31,000 miles only reconditioned engine, specimen condition; 6895-407, High Rd., N.12. Finchley 0091. CI.M.I. CAR SALES (Pri. 6623) offer:-

1946 Austin 10 saloon, black, recond. engine re-cently fitted.—Swisa Cottage. Finchley Rd., [3574] READ BROS. MOTORS, Ltd., offer:-

Austin 10hp drop head calcon, perfect order, READ BROS, MOTOR Co. (LONDON) Ltd., 56. Lohest Wood, S.W.19. Liberty (604.

1947 Austin 10 mloon, black; £660. 1437

EXCHANGES.—"Lingwood," Upper Bassett Ave., 5000 black and 5000 black ave. 15882

EXCHANGES.—"Lingwood," Upper Bassett Ave., 5882

1947 Austin 10 d.l. saloon, good: £635.—Roys form

1947 Austin 10 d.l. saioon, good: £635.—Roys
1946 Austin Buston 2700 c.ccellent mechanics
1936 order throughout, £255
1946 evider throughout, £255
1946 excellent were selected to the selecte

1946 Austin 10, black, brown interior, very good condition throughout; taxed to December: GARAGE SERVICE (b., Hoop Lane, Golders Green, GARAGE SERVICE (b., Hoop Lane, Golders Green, G665)

1934 Austin 10 de luxe salcon, mechanically very green, and good, original paint work, a delightful car.

199 AGDALEN MOTORS 511 Trinity Rd., Wandsworth Common. Batterses 5575 1516 1516 46 Austin 10 raion: £650.—Blue Star Garages. Ltd., 617, Finchley Rd., N.W.3. (Ham.

1938 (March) Austin 10 cabriolet, in excellent of

1935 Austin 10hp tourer, excellent cor throughout: £225, week-ends.—Walt

1930 throuthout: 2225: week-ends.—Wallog-onThames 4849:
1947 Austin II de luxe asions one owner, immetaHounslow. Tel. 0179. Broadway Motors. 07. Biol 0139
1947 Austin IO asloon black brown leather. Immediate. 2639.—Lauton-Coodman. 267.
1935 Austin IO asloon de luxe. original paintmechanical condition. 2635. Lauton-Coodman. 267.
1935 Austin IO asloon de luxe. original paintmechanical condition. 2635. Lauton-Coodman. 267.
1935 Austin IO asloon de luxe. original paintmechanical condition. 2635. Il Trialty Rd. Wandworth
Common. Batternes 5975. de luxe. blue. 4620
1939 Austin IOn senion de luxe. blue. 4620
1939 Austin IO. overhauled and reupbolstered
particular de luxe. 1930 Austin IO. overhauled and reupbolstered
Names Rushest Farm. Chessical and particular 1939. Austin IO. overhauled and reupbolstered
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7935. Austin 10hp de luxe saloon, black/browt 1947 Austin 10hp de luxe saloon, black/browt clenn, any inspection invited, 3-month guarantee very clean, any inspection invited, 3-month guarantee: 6755; also one in stock £695.

THRITY CARS. Ltd., 94. North Side. Wandsworth
Common. S.W.18. Vandyke 1166.

1940 model Austin 10 4-door saloon, one nice condition. 2425.—Queens Road Queens and Carlotte an

MOTOURISTS (LONDON), Ltd., Great North East Finchiev Station, N.2, Tudor 2301-2 £435,-1940 model Austin 10 de lune sale Bray Motors, 180-184, West Emi Lane, N.W.S.

1946 Austin 10 micon, black with brogging 5,000 miles.—Cox's Motors, Ltd., (Leicenter, Tel., 60319.

1946 Austin 10 de luxe ealoon, black, tion, fitted redio, £665.—Northways Garage, Switage, N.W.5 Primrose 1127

59 5 ens.—Austin 10, 1946, de luge 4-door salo Sued. excellent condition; terms exchanges; list; or 9-7 week-days and Saturdays.—Rowland Smith. Han stead (Hampotted Tube). Hampotted 6041.

stead (Hampstead Tube). Hampstead 6041. 1974

4.4.5 | August, 1957, model but only one own about 1958, who has lavished every possible care an attention on this vehicle, excellent bodywork and its leafor, medianically excellent and will pass any search lang examination, 5 months guarantee, hire purchase

Exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms 421, High Rd., Finchley, N.12. Fin. 6221. [5717]

Austin Ten Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. ROWLAND SMITH'S.

OWLAND SMITHS, the Austin buyers,—Hampstend
High St. (Hampsteed Tube). Hampstend 6041. 10920
1946—7 Austin 10 de luze minou.
H. A. SAUNDERS, Ltd., Castie St., Worcester Tet.

SAUNDERS, Ltd., Castie St., Worcoster Tel.
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SSAUNDERS, Ltd., Castie St., Gold
REORGE NEWMAN & Co. have cash waiting for good
Assisin 10 cars.

NOW is the time to sell to them at 36% Euston Rd.,
London, N.W.I. Euston 4466.
London, N.W.I. Euston 4466.
Son, Doll-war Austin 10 required.—25, Brodoffe
S Son, Doll-war Austin 10 required.—25, Brodoffe
S Son, Doll-war Austin 10 required.—26, Brodoffe
S Blunt Rd. Seuth Croydon. Croydon 0074. (4222
CASH buyers of low misses Austin 10; distance of CASH buyers of low misses Austin 10; distance of CASH buyers of low misses Austin 10; distance of CASH buyers of low misses Austin 10; distance of CASH buyers of low misses Austin 10; distance of CASH buyers of low misses Austin 10; distance of CASH buyers of low misses Austin 10; distance of CASH buyers of Low misses and CASH buyers of CAS WANTED, 1939 Austin 10 saloon appearance im-material if sound.—144, Choldon Way, Coulsdon, Surrey, Downland 2458.

AUSTIN A40

1950 Austin Aid, finished in deve grey, blue uphol-termely careful owner, magnifects conditions throughout indistinguishable from brain new £1,050 throughout GRES AUTOS, Ldd., 150 &trastham Hill, London, CAR MART, Ldd.

ONDON Distributors

1950 Austin A40 saloon, heater, 9,000 miles; Euston Rd., N.W.1. Euston 1212. CYRIL SHEPPARD offers:—

1949 Austin A40 de luxe saloon, one owner, los milesge, radio, heater, green/beige, spotiots, guarmieed; £945.—Cyril Sheppard, Shepherds Hill, Reading, Sonning 2545-6.

B. J. HUNTER, Ltd., offer.—

1949 Austin A40 saloon, engineer maintaines.
B J. HUNTER Ltd., 22 Cricklewood Brondway,
N.W.2. Tel. Gladstone 6308. [6408]
L.A. & AUNDERS Ltd., offer:—

1949 Austin A40 saloon, green with beige up-holstery, radio and bester, 11,000 miles;

\$35.0 Austin A50 saloon, grey with blue Intellige.

1950 radio heater, etc., 12,000 miles, £1,065.

236 / 842, High R64, N.12, Hillside 0024, [6050]

WARWICK WRIGHT, Ltd., offer;—

1949 Austin A40 mboon, beigs/fawn ienther. 6.000
WARWICK WRIGHT, Ltd., 150, Rew Bond St., W.1.
Hagkin 9761.
D. J. Sherwick & Co. (ENFIELD), Ltd., offer:

1950 Austin A40, colour grey, fitted radio and heater, mileage 2,000, immaculate condi-

1950 hetter, nilmage 2,000, immaculate condition \$1,150

D. SHEPHEED & Co. (EMPIELD). Lid., Hertford Rd. Enheld. Howard Rd1.

1943 throughout £895.

MYFIR CARRIAGE Co. Ltd. The Hyde. Edgware 1940 throughout £895.

MYFIR CARRIAGE Co. Ltd. The Hyde. Edgware 1940 throughout £895.

C. WIMBUSH Ltd., 312. Earls Court Rd., R. W. 5.

Fremante 6401.

1950 June 1, Mattin Ado 8,000 mile. 1596.

1951 June 1, Mattin Ado 8,000 mile. 1596.

1952 Advance Control Control 1940 through 1

1949 Austin A40 mloon, fawn.—C. A. Peto, Ltd. 1949 42, North Audley St., W.I. Mayfair 305

1950 Austin A40 Devon saloon, mileage

1949 Auslin Advancon, nnahed grey, one owner, loose covers, small mileage; £875; terms: 

1949 Austin A40 black sunshine saloon, radio, heater, 15,000 miles, immaculate, £925.

Broadway Motors, 67, High St., Hounslow, Tel. 6125 1950 (Jan.) Austin A40 Devon sun roof saloon.
nnished black, leather upholstery, heater, low mileage, one owner, as new; also choice of 3 1949
A40 saloons; trade enquiries welcomed.

saloons; trade enquiries welcomed.
OTOURISTS (LONDUN), Ltd., Great North Rd.,
East Finchley Station, N.2, Tudor 2501-2,
[5659]

MOTOURISTS (LONDON), Left., Great North Rd.,

1949 Austin A40 Devon 4-door saloon, first registreed 5.48, finished pasted green with brown her teed 5.548, finished pasted green with brown her teed 5.548, finished pasted green with excellent condition throughout; £1075.

A FITHUR MULLINER, Left, Bridge St., Northampton and the second sec

of six months; £1.295, r. E. STURGESS & SONS, Ltd., Braunstone Gate, Leicester, Tel, 22047-8-9, Est. 55 years, [6871

Austin A40 Cars Wanted

CAR MART, Ltd. USTIN cars EQUIRED immediately. MAKE your enquiries to USTIN House, 297, Euston OAD London N.W.I.

ROAD LONGON, .... 10957 ROWLAND SMITH'S

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N. & S. MOTORS offer:

27 G cash.—1955 Austin 12/6 4-door saloon, fitted sound interior requires attention; terms arranged.— Dudden Hill Lane, Neasden, Gladstone 8605-8. [6445] M.M. CAR SALES (Fr. 6625) offer:—

1939 Austin 12 4-door saloon, black, maroon un-bolstery, reconditioned engine fitted, ex-cellent condition throughout.—Swiss Cottage, Finchley 17035 Rd. N.W.3.

MEBES & MEBES Ltd., (est. 1893) offer: —

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1927 (Junes Austin 12 h.p., de luxe 4-door saloon, error value in the uphoistery, coachwork, medical programs, and programs, description of the programs of the pr

1939 Austin 13 Gordon A-dore convertible saloon. Paimerston Rd, N. W. 6. Mail. 4723,734 Suze saloon. Paimerston Rd, N. W. 6. Mail. 4723,734 Suze saloon. on Motors, 180-184 West End Lane, N. W. 6. Hampsteed Motors, 180-184 West End Lane, N. W. 6. Hampsteed

£445—251. Sandycombe Rd. Richmond (Surrey) 124
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Western Scott 1985 - 1946 Austin 12 saloon. 1984
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Batte 1466. Duriston: Reversiles 60.0 (1900)

19 29 Austin 12 Accot. black brown hide, just reberger of the property of the property

Austin Twelve Care Wanted

THE CAR MART. Ltd., London distributors, wish purchase Austin 12 cars.—297, Euston Rd., N.W. Euston 1212.

(ASB upwess of row-milesge Austin 122; distance of the Hattons, Lore St., Southpoor 12-1-2, P.O. W.AND, SMITTS the Austin buyers.—Ham the stead High St. (Hampstead Tube). Hampste 6041.

1937-8-9 Austin 12 saloons and limousines wanted the station N.2. Tudor 2501-2. (0034)

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1948 Austin 16hp saloon, heater, 6 months' guarantee, £950.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [6621]

1948 Austin 16 saloon black brown leather, under 27 27 2000 miles; £950.—For other Overseas Car bargaina see page 48. OVERSEAS CARS. Ltd., 227. Brompton Rd., Knights-Brides, & Mt., Tel. Kensington 7475. [6150]

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135 gns.-1936 Austin 16 saloon, good run Autosnips, 5, Balham High Rd., Balham 1947 Austin 16hp saloon, black, brown le

To the Wireless, nember, deposed of the Seriol, SCOT MOTORS, Ltd., 257/245, Kensal Rd., Ladbroke Grove, W.10., Ladbroke 1251/2, payments, 1937 Austin 16 de luxe saloon, £220, payments, Vaughan, I., Astewood Mews, S. W.7.

1947 Austin 16, black, brown leather, immaci

1937 Levil 18 Goodwood alloon, black; 8352— Crowdon, Addacombe 8066, 1115, Addiscombe 8d.
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1947 upholatery, splendid order; 4795.—Particule Gaung, Ltd., Coventry, \*16, 6409.
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1948 (November) Austin 16 de luxe sun saloon.

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295 —Austin 16 tourer, 1930, magnificent original condition, owned by same family from new-excellent hood and sidescreens, very good tyres, beautiful leather interior, mechanically perfect, vintagists'

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A9 Austin A90 Atlantic convertible, power-lawn objects, and and seat covers, taxed this magnificent example is and seat covers, taxed this magnificent example is practically unmarked and indistinguishable from new; in the control of the control of the control of the ACSES OFFICE Ltd. 136. Streatham Hill, London, CAR MART, Ltd. [6139]

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Mayfair 9761. ARWICK WRIGHT, Maylair 9761. A. DAUDUCKS, Ltd., Radlett, Herts.

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[5555]
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175 U heater and stating the property of the Country of the Countr

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1950 Austin A90 Atlantic, power open 1950 heater and radio installed, 18,00 really clean car.—Chetwoods Garage, Ltd.,

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Austin Sherline limousine, black, speedo-meter reading, 2,500. New Bond St., London, W.1, Mayfair 8351/6, (6235 AR MART, Ltd.

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1950 (Nov.) Austin Al25 Sheerline saloon, radio. heater, 11,000 miles; 2),550, radio, heater, 20,000 miles; 41,550, radio, heater, 20,000 miles; 41,550, radio, heater, CAR MART, List, Austin House, 297, Euston Rd., N.W.I. Euston 126, pp. 16822 EWNHARR, List, 16822

Austin Sheetline saloon, black with grey, Swinthan House, 257-9. Hammersmith Rd. London, W.S. Riverside 4646

1950 Austin Sheerline, loose covers, taxed for year, spare usused, negligible mileage,—
6.7 Warren St. W. Barren St. Warren St. Warren St. W. Barren St. Warren St. W. Barren St. W. Bar

1949 (June) Austin Sheerline saloon, black, fitted with radio, heater and sunshine roof, speedometer reading 17,000 miles, in very good condi-

H AROLD RADFORD & Co., Ltd., Melton Court,
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AIMPTIM ASSE & ASSE 1949 Austin Sterrum salon, black with beire leather, 9,000 miles. £1.579 Amain Sherrine salon, metallic error with a first state of the salon sa

ricaery of Holland Park Iosas doe to undertrus rate 307, 1944 Austian Sheerline, gunnettal, grey least parties, proceeding the state of the state of

M. A. Saunders, Ltd., 144 Golders Green Rd., N. Will.

1950
Greenweil Ollor). Austin Sheerline Hmousten. (1637)
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uphoiserry use in excellent condition through the use political condition through the co

Garages, 144. London Rd., Kingston-on-Thannes, Kingsion 1185. Austin Sheerline asioon colour rery and offmentate condition in very rear, 24,1525.—R. S. Mead
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1948 Wown leather, long steering column.
1948 (Sept.) Mark VI standard steel saloon, black
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1954 beige leather; 2-center sports, black with

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1949 Bentley 414-litre Mark VI standard steel saloon, black, with beige leather, 6,000 miles TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7, [5978

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INVITE you to call and inspect their unique selection
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19 47 (July) Mark V Bentley 3-door foursone
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ROON & PORTER Ltd., distributors 1939 44-litre (4-door high-vision) saloon by Mulliner, o., drive, heater, radio, unscratched; must be seen; £2:750.—Castelnau, 8.W.15 (by Hammersmith Bridse). Riv. 4444.

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1938 (March) Bentley 4%-litre Thrupp & Alberty semi-rator-edge 4-door asloon, just arrived from conclibutions, having been completely requisited red inside, being hide with carpets and roof-formance, new India 1978; trade enoughters welcomed M CHNNON MOTORS, Ltd., "Langham House," 5, 8245076 Ad., Wallington, Surgery, Established 1966; Fei, Wallington, Surgery, Established 1966; Tei, Wallington, Surgery, Established 1967; March 1968; Ma

MANN EGERTON & Co., Ltd., offer:-

MANN ECERTOR of Co., 18 See Saloon, dual grey, 1950 Bentley Mk, VI steel saloon, dual grey, 1950 Bentley Mk, VI drop head coupe by Park 1949 Wand, grey, 11,000 miles, 24,950, 14, Berkeley St., London, W.I. Regent 2075. ARGE stork of 31/2-41/2 Bentley cars for disposal.

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1939 Bentley 41, little (overdrive) Park Ward semi-rator-edge saloon, 600 miles since \$700 overhaul: £3.50; 41, little (overdrive) Assound ties. 1938 radio, etc., resprayed: £4.50; (Comms & Sonis (Outlide) E4.450; (Rd., Outlidrord, Ou

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W. Western 6015, [6659

W.O. Western 9012.

[BARILES 9012.

Bentley retailers and rebutiers, offer; me year of the state 18. Berkeley St., W.1. May. 6266.

Ave., W.9. Cunningham 5936-8. [6226 BARTLETT.—Bentley 1937 41, James Young saloon; £1,375,—27a, Fembridge Villas, W.11. [6217 1949 Bentley Mark VI 4-door saloon, black/beige serviced by makers since new, a specimen A. FREEMAN. Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2874/5. [6507

1934 Bentley 3½-litre sports saloon, ivory and black—C, A. Peto Ltd. 42, North Audley St. W.1. Mayfair 3051 1950 Bentley Mark VI standard saloon, low age, as new; £5,100,-Hendon Ce Garage. Hendon 1423-4.

1949 Bentley Mark VI all-steel 4-door sports
1960 Saloon low mileage; for immediate delivery
GROSE Ltd. Northampton. Tel. Northampton 4540
[649]

1 litre Bentley four-some cume very prefit body.

3 Ed.M.Y. Tadio and heaker first registered 23/10/1955, photograph on request: £1.175, 2.1. litre Rolls-Bentley fixed head compe 2-door, by Park Ward, registered 6/17/1955. £1.175, and WROOTS MOTORS Grove 85. Garage. Doncaster:

BENTLEY (3% 4 4%-istra)

Described where VI, 1947, 55,000 miles, engine completely rebuilt by makers and all 1952 modifications, but offer, private sale.—Box 8145, gports saloon, co.our 1934 (November) Berlies All, apports saloon, co.our control of the saloon of the s

1950 (Sept.) Bentley Mark VI steel saloon, 14,00 miles, metallic grey with red leather, perfect condition; £4,750.—Col. J. E. Alcock, Chatmohr, Wes Wellow, Hante Wellow, Hants. [619]
1936 Bentley 31/1-litre Barker sports saloon, excelled. St. 275.—Clayton's Cars (London) Ltd., 35/1, Euston Rd., London, N.W.I. Tel. Euston

104. 35.0 Easten Rd., London, N.W.1. Tel. Engine 105. Says and the property of the company of th

TOBY MOTORS, Reyort Rd., Great Yarmouth St75-4.

9 37 4 black, gray upholster, Ace discs, P100 headlamps, moderate missage, very clean missde and out,
excellent mechanical condition, good tyee; 2.1.70;
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PNTLEY Mark VI (late 1947), fitted with special
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CLARKE'S OF PIRBRIGHT, Surrey, automote entineers, officially appointed retailers and marvers, offer a twenty-four hour service to owne used cars available for inspection. Tel. Brooks

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SENTLEY (either than 3½- and 4½-litre)

-litre 1951 4-sealer saloon, good condition; £300 or near offer—Ravensbourne 765.

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1936 - 7 B.M.W. M.W.

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BOND MINICAR 197cc wanted for own use.—4,
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And service under Bond-trained service manager no job too big or too amail; free advice on all Bond models; latest modifications can be fitted to older models.

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11 (40) miles only; 40] saioon; first registered Dec. 67 (40) 1950, one lady owner, finished in f.G. polychromatic grey, upholstered in beige, piped match carpets, loose covers aince new, appearance in match carpets, loose covers aince new, appearance in match carpets, and and heating coupment

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1950 type 401, one owner, heater, radio, loose covers, erer, mileage sunranteed 10,400, supplied and maintained by us.

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1930 19,200 miles, just thoroughly checked over in our works.

1930 hue, mileage guaranteed 8,400, delivered october, 1950, one of the last three type 400 can to be manufactured, with emisrged rear sealing cancely, new one requiring a type 400.

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11-48. Hay's Mews, Berkeley Sq., W.1. Gros. 2565.

1951 Bristol 401 saloon, balance of covenant to be completed, 16,000 miles; 43,550.
COMBS & SONS (UILLDFORD), Ltd., Portamouth Rd., Guildford. Guildford 62907-8-9. [681]
CLAND & TABOR, Ltd., Welleyn 481, offer with three

A CLAID & TANDR Ltd. Welsyn 481, offer with three monthly sunranter:

401 Blistol drop head coupe by Farins of Milan, Interest and the state of the

Dobe owner: E1759.—En Penninge villes, with INVERSITY MOTORS, Ltd., sole distribution Long don, Rome and Eastern Counties, Stratton Bouse, of Picadilly W. 1. Grovenor 431.

1950 seat covers, Caldwell heater, genuine 15.03 miles, Inulies condition throughout, one oner.

WILLIAM ARNOLD, Ltd. Upper Brook 84., Manual 15.03 miles, Inulies condition throughout, one oner.

1950 September 15.03 miles colour black; Stratton Rd. London, Nutl. 7-18. Essents 2528 15 limps.

Euston Rd.. London, N.W.I. Tel. Euston 5228 (5 lines).

1950 Bristol 402 coupe, just returned troising leather, small milesse, confidence see a couper to the state of the state of the state. The Dragon Scientific State of the State of the

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BARTLETT, the Bristol Buyers, 27a, Pembridge Villas,
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B.S.A. Scoutt 10hp 4-seater open tourer, new screens 2265.—Kennington 6955, or letter only to Roberts Sea. Princes Gate Mews. S. 1958 model B.S. 6.666 WALTER SCOTT, Ltd.—1958 model B.S. 6.660 coupe, hinck, exceptional, 2265, terms. exchange— —99. College Crescent, Hampstead, N.W.S. (Svic Cottage Tube). Prl. 2914.

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B.S.A. Spares, complete stock, wholesale and retail.—161 Gt. Portland St. W.I. (0144) D wholesale and retail.—161 Gt. Portland St. W.1. Langham 7735.

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1949 Buick 51 Super de luxe, radio, heater, 1948 "white-wall" tyres.
1948 Model Buick 51 Super, registered 1947, r.h.d., 1948 Hitted seat covers.
1948 throughout, heater and seat covers.
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1939 Buick, 40,000 miles; £695,—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.I, Tel, Euston 5228 (5 lines).

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1938 Buick Viceroy saloon, arisinal condition one
1938 surer, sensine low milease, taxed, £590.—
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1932 With stiding division, in post-war of the state of the state

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onable cost. LPE & SAUNDERS (100 Limousines) Providence Court, North Audley Street, Mayfair-2941, [6072

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1949 Chrysler de luxe with extras.

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CHRYSLER distributors will purchase all types of
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1949 Citroen Light 15, finished in black with red magnificent condition throughout; first £975 secures, S. W. Tel, Tules Hill 1995. Streatham Hill, London, CAR MART, Ltd.

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19.50 (May) Light 15 de luxe salcon, finished in mieses 10,038, shewroom to hove hide, recorded mieses 10,038, shewroom condition throughout; £1,165, 19.40 drop head coupe Light 15, one of the data. Intend with 1946-type ensine and four-speed general control of the control of

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1948 15 special sports saloon, many extras, black and red, radio, etc., specimen, CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London S.W.3. Flaxman 0052/7253/7154, (6257)

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1950 6-cri saloon, black, red leather, 11,000 miles, extras include radio, loose covers, floor mats. Caldwell engine heater, etc., super) condition throughout.

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M venor Sq., W.I. Tel. Magran.
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1949 Citroen Light 15 saloon, black, one owner;
1949 24,000 miles: new tyres; immaculate; 2950.
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1949 (June) Citroen 6-cyl. black with sun spot light, immaculate condition; £1,5 Seen likey.—Particulars Drum Engineering Co.

£265 —Big I2 saloon, total mileage 48,000, im-excellent tyres, new battery, radio, etc.—Couzens, Rush-den 2769, Northants. den 2769, Northants.

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Grand Luxe Big 15 6-passenger saloon, bl
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and in exceptionally his mechanical constition; 3 housing sourantee, 250 GRs. Ltd., Queen's Head Garane, East Carlotte, 250 GRs. Ltd., Queen's Head Garane, East Rd., R.S. Finchley 6256 (5 lines). [6300 49 5 ns.-Cityoen 12 (July, 1939) Roadster couper tyres, carefully used, exceptional condition; terms, exchanges, 11st; open 9-7 week-days and Saturdays.—thanges, 11st; open 9-7 week-days and Saturdays.—thanges (11st). Hampstead (Khampstead Tuber. Hampstead (11st).

Rowland Smith. Hampstead (Hampstean Luce). manuscad 6041.

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A CE SERVICE STATION (LONDON), Lon.,

RGENTLY require an unlimited number of good Citroen cars.

October Cars. Rd., Stonebridge Park N.W.10.,

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ASRI immediately for good Citroen.—H. F. Edwards.

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Citroens wanted; please give particulars
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Description of Covydon.—Distributors and specialists for Oxfore 25 years. Tel. Cropton 3131-2.

RING your used cars to the Citroen specialists: we describe the Committee of the Committee o WIDCOMBE GRAGOES, Ldd. PURSERY TO A SHEET STATES AND THE STATES AN

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PALMERS MUTUCNO. Local 1999. The Mutual Park of the Control of the CHARLES FOLLETT, Ltd., offer:--

1950 Daimier 2½-litre d. coupe by Barker, black, tone mis and coupe by Barker, black, tone black

SERVICE Works and Stores, Barnsdale Yard, off Eigin Ave., W.9. Cunningham 5956.8.

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WARWICK WRIGHT, Ltd., offer:-

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1950 Daimler 24; little saloon, black and green,
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BROWN, Ltd., established over 50 years. 339. Finchley Rd., N.W.3. Hampstead 4414, [6512

TRATSTONE, Ltd., Daimler Distributors. DAIMLER 27hp limousine by Hooper (1950), maroon with interior to match, 15,000 miles, as new;

Dalmiller 215-litre special gaste coupe (1950), black with aren lather, 11,000 miles, 22,295

Ammiller 215-litre special gaste coupe (1950), greg with red leather maintained by Daimler Co.; DalmLER 24-litre coupe (1950), black with brown leather, heater and demister, 4.700 miles, as new;

GUY SALMON AUTOMOBILES, Ltd., offer :-

1950 (August) Daimler 2U-line appeal spots coupe bod 6.000 miles 22.50.—pertanout Rd. Thames Ditto. Emberbrook 5551-2-3, DAIMLERS.—E20 1955. engine just renewed. [6538 2]. litre 1949.

LL owner-driven, excellent condition, licensed 1952. BETHELL. Tidenham, Chepstow.

1946 Daimler 2½-litre saloun, black, reconditioned engine, immaculate; £1,150.

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1938 Daimler 15 sports saloco. 47,600 miles, immerciate throughout; £700.

PARADE MOTORS (MITCHAM), Ltd., 66-67. Monarch Parade, Mitcham. Tel. Mit. 3592.

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HAROLD PERRY, Ltd., Invicta Works, 279, Ballards 1950 Ford 10hp Prefect salcon, colour black with brown leather upholstery, 10,000 miles one of the property of the property of the property 1950 Ford 10hp Prefect salcon, colour black, with 1950 Ford 10hp Prefect salcon, colour black, with 1950 Ford 10hp Prefect salcon, colour black, with

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1950 Ford Prefect, green, brown hide, 9,000 miles;
1940 Ford Prefect, black, brown hide, 1,000 miles;
1941 Ford Prefect, black, brown hide, 1,000 miles;
1950 Ford Prefect, green, brown hide, 1,000 miles;
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1940 Ford Prefect, Hilber Green 8321, [663, 1942]
1940 Ford Prefect saloon, 0,002, realher, 1,2,000 Miles, 1940, 1940 Ford Prefect saloon, 0,000 miles;
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1934. 1949 Prefect, October, black, 16,000 miles, rad.o. 1949 immaculate; one owner; £765.—8ts. 1416

1949 Pord Prefect saloon, green, with cloth up-houstery, mechanical condition guaranteed; 1939 Ford Prefect saloon. 4-door, blue leather, reconditioned engine, 10,000 miles only;

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CARRIE MUTORO, Lee Green 1955. Ford Prefect, green with blown 1950 (august) port Prefect, green with blown 1950 (august) port Prefect order, 1950 (august) port Prefect order, 1950 (august) port Prefect order, 1950 (august) port Programment (august) port Programment (august) port Programment (august) port Prefect (august) port Pr

FORD Prefect have with red named Orech, 16015 throughout, hack with red named Creek, 16015 throughout have been seen as 16015 throughout have been seen as 16015 throughout have been seen as 16015 through 16015 th 1949 (Sept.) Ford Prefect saloon, beign star Garages, Ltd., Fortune Green Rd., N.W.6.

1947 Ford Prefect, one owner, factory recondition: 2600—Compute factory recondition: 2600—Computer advantable factory reconditions of the fact eshire. gns.—Ford Prefect (May, 1949) 10hp 4-saloon, beige, maroon leather, very card reptional condition; terms, exchanges.—R

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22,000 miles, taxed year; £775.—Rafield 4575. (6274)
19.49 Ford Prefect alono, black, leather, specially stated in the property of the propert

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1950 Ford Pilot, black, brown hide, radio, heater, A NOTHER, 10,000 miles; £1,150.

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FORD Pilot, 1949, 28,000 miles, excellent condition.
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A model, low mileage, dark blue with green interior, radio and heater, 2875 or near offer.

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1948 Jasuar 14-litre saloon, special equipment model, showroom condition; 2985.—Below, Jasuar 14-litre drop head foursome coupe.

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1947 the litre Jaguar saloon, black, one owner, superior special equipment, reconditioned entire, superior throughout; £950, 407, High Rd., N.12. Finchley [6817]

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1944 green condition area.

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19. 1061.

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1946 Jaguar 51/2-litte 4-door saloon. In excellent condition all round, with a superb road performance only run 4.000 miles since fitting of new engine and gear box, accessories include Philo radio, demister, heater, air conditioning unit, twin fog lamps, etc., faxed d gear box, accessories include Philos radio, demister, ater, air conditioning unit, twin fog lamps, etc., taxed end of year, any trial; £800 o n.o.—1, Keswick Ave., erton Park, S.W. 19. Lib. 3572 [5527

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Inte 1847, in silver grey with grey leather; immediately maintained by one owner, full special equipment, air conditioning, Hat V. press-button Radiomobile, base and the continuing, Hat V. press-button Radiomobile, base to the continuing of the continui

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And blue, the state of the interior, which includes
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The MOTOR'S, Eton Garages, Eton Ave., Swits Cottings, AW. T. El-Prinnee evides, which is the condition and of exceptionally attracted by the condition and of exceptionally attractive appearance. Sompet.

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The present in our own workshop for conselvir refinishing, new carpets to match the brown the interior, all door filest and dash panet in suit customer's reduirements, the performance is cultured to the present of the performance is cultured to the performance in the performance is the performance in the performance in the performance is the performance in the performance in the performance is the performance in the performance in the performance is the performance in the p

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1950 Lioyd, low milesge, £550.—Blue Star Garages
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Oknown car in excellent condition. £475 o. details and photograph.—Storr. 63. Jacey Rd., Shi near Birmingham.

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Ternis — Woodbain Cars, The Mo. Specialists. 6 and 10. Etc. Woodbain Cars, The Mo. Specialists. 6 and 10. Etc. Woodbain Cars, The Mo. Specialists. 6 and 10. Etc. Garage Etc. Woodbain Cars, The Mo. Specialists. 6 and 10. Etc. Garages. Etc. Woodbain Cars, The Mo. Specialists. 6 and 10. Etc. Garages. Etc. Woodbain Cars, The Mo. Specialists. 6 and 10. Etc. Garages. Etc. Woodbain Cars, The Mo. Specialists. 6 and 10. Etc. Garages. Etc. Woodbain Cars. 10. Etc. Garages. Etc. Woodbain Cars. Woodbain Cars. 10. Etc. Garages. Etc. Woodbain Cars. 10. Etc. Garages. Etc. Garages. Etc. Garages. 10. Etc. Garages. Etc. Garages. 10. Etc. Garages. Etc. Garages. 10. Etc. G

1939 M.G. 1½-litre drop head foursome courselly used very attractive car; £556 B. J. HUNTER. Ltd. 22 Cricklewood Broadw. CVY ALFREDS & Co., offer:—
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1936 M.G. N.A. Magnette 4-seater spotts. 6452:
1936 miles, one owner, orbinal condition. 2535
Monardo Parade, Milcham. 7e1. Mit. 3592. [6717]
BEARTS, of Kingston. M.G. specialists, sales, sparerepairs.—102. London Rd. Kingston. Tel. Kin. 3584. 1937 M.G. black 2-litre saloon, just complete

T.A., 18,000 miles since over £350 complete mech rebuild, supertuned extras; £450 o.B.o. T.C. M.G. for sale, or would exchange for new cash adjustment.—Miss M. Tucker, 129,

1950 M.G. 14-litre saloon, bronze with beine un-holstery, fitted H.M.V. radio, 14,000 miles, R . C. WiMBUSH Ltd., 312, Earls Court Rd., S W 5, Premantle 8401.

1949 T.C. M.G., genuine mileage 18.000, tional mechanical condition, one of £700.—86, London St., Reading, M.G. 1947 T.C., 17.800 miles, one owner, con excellent, new hood and tyres; £650, near Springfield Drive, Westcliffe, Essex, M.G. Shp 2-seater Midget, 1934, radio, new tyres, battery: £250; well cared for.—Key Cottage, Springfield, Chelmsford, Essex.

1950 M.G. 11/-litre saloon, maroon (red les 59, Queen's Gate, S. W.7. Tel. West 7032.

1949 T.C., red, one lady owner, 15,000 maculate; £750, or would exchange post-war saloon.—Tel, Haywards Heath 806 1948 (Nov.) T.C., stage 2 tuned, in dition, many extras, terrific Mayne, Calstock, Cornwall. Tel. Gun

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1947 (June) T-typ M.G., one owner, mileas 2505.—Clarke & Simpson, 75-79, Cadogan Lane, S.W.I Bloane 4727,

10 2 5 P.A. M.O. Midget 2-seater, engine and ouc.

20 5 axle overhauled recently, exceptional order;

2295; terms, exchanges.—H. Rose, The Lynch Garage,
Uxbridge, 725 sns.—M.G. Midget, November, 1949, 11hp T.C. 2-seater, back, red leather, H.M.V. radio.

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4. 5 casseter, black, blue leather, Windtone horns,

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1992 de luxe coachwork, about 5,000 miles since
2500 recondition, new tyres, new battery, new hood,
special Newton shockers, perfect specimen,—specialters,
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nam Hill, S.W.2. (I minute Streatham Hill Station.) Tules Hill Gibb., 170 2-st., black with red 1634, 1949 (ft.), 170 2-st., black with red 1634, 1949 (ft.), 170 2-st., black with red 1634, 1949 (ft.), 1949 (ft

14 421 High Rd. Finchley, N.12. Fin. 6221. 15725.

5. 5. 5. 11. Exceptional 2-litre MG. saloon, beauticontrol of the property of the saloon selection selectio

N \*\* Rd. Harrow 4644/689; Let HARRUW, 108-108, Pinner 20, Chitze 1939 M.O. fournome D.H.C., works record of the condition of

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OFFER your St. (Bam. 6001.)
OFFER YOUR ST. (Bam. 6001 M.a. 146-litre or similar, drop head or tourer pre-erred, good condition.—13 Avon Rd., Devises, JACK ROGE Ltd. M.G. arents wish to purchase Jack Roger Ltd. M.G. arents wish to purchase Jack Roger Ltd. M.G. arents wish to purchase Jack Roger Roger

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WRITE or 'phone Toulmin Motors, 543, Staines Rd., Hounslow, Middlesex, Tel. Hounslow 2258 and

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675 cms.—Morgan 4/4 (Dec. 1949) 10th drop head coupe, new hood, resprayed, new tyres, one owner, 25,000 miles, perfect condition.—Sandsman, 15. Textirell Rd., Hattroated.

1938 (August) Morgan 4/4 f-center: Vin 16534 1938 (August) Morgan 4/4 f-center: Vin 16534 1938 (August) Morgan 4/4 f-center: Vin 16534 1944 (August) Morgan 4/4 posterior (1958) appearance in 1958; the part of the folial field of the folial fi

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1950 (May) Morsan 4 2 -sealer, blue and chromotomic mulius, back leather, immaculate and exeptional one-owner car with many extras, including 2 for lamps, special olling system to front and rear suscension, outper exhaust, framed Perspec on side curtains, appreciated, writien guarantee; terms, exchange, E. F. Edwards, 28, Upper High St., Epsom 9400. [6356]

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1950 Morris Minor saloon, grey with bei upholstery, 9,000 miles: £925. 836/842, High Re., ST., Offer:-

1949 (July) Morris Minor saloon, grey, one owner, 17,000 miles, in excellent condition throughout. 2765.
A LSO a good selection of genuine low mileage cars.
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1950 Morris Minor saloon, 3,000 miles, Green & Tel. Deansgate, 1525, Changate, Manchester, 196, Deansgate, 196, Deansgate, Manchester, 196, Deansgate, 196, Deansgate,

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1950 model Morris Minor tourer, spare unused, touch Kentaington. Fis. 0515.

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1949 Morris Minor salcon, export model, W.
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1968: all replies answered.—Davies, 59. Chesterfield I

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Watford, offer 1950 Mortis Minor saloun, how miletion, maroon with beige iselher upholstery, one owner,
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Mervis Minor Care Wanted

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—\$20, Eusion Rd., R.W.I. Eusion 1212. 10716 C EORGE NEWMAN & Co. have cash waiting for good Morris Minor cars.

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N London, N.W.1. Euston 4466.

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10383 WADHAM BROS., Ltd., Morris House, Southampion are in need of post-war Morris Minors and Sho alcohs. Tel. Southampion 2991-5. [5765]

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1939 (August) Morris 8 Series E sun saloon, one owner, total mileage only 16,000, guaran-

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365 cos. Morris 8, 1939, saloon, grey, very good condition; terms, exchanges. Rowland Bouth

24 5 ms.—Morris 8, 1936 model, de luze 2-door cleaher, encodo condition: terms. exchangest: list, open-by-west-days and flaturdays.—Row-land flintin, hamp-by-west-days and flaturdays.—Row-land flintin, hamp-by-west-days and flaturdays.—Row-land flintin, hamp-by-west-days and flaturdays.—Row-land flintin, hamp-by-west-days and flutters along a new flow flinting to the flutter of the flutter of

1948 Morris 8 2-door sliding head micon, black brown upholstery, excellent condition: £64: —Holbrook Motor Co., Ltd., Richmond, Surrey. Te

13 of upholster; in immercial tase, black, red leather throughout any trial; 2385.

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Gatebouse Mozers, Lord Morris 8 2-door salcon, black of in excellent condition throughout; £335.—Oat house Motors, Ltd., Highgate Village, London, N. house Motors, Ltd., Highgate Village, London, N.5.
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1936 Morris & 2-deer sale, n. black, green, leather upnolster, one owner, good engine, new poston rangs, a thoroughly reliable car in racellent cuts.

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55 at CANDEN MOTORS, Ltd., Lake St., Lieghton Buzzard, Cander and Cartille Beds. Tel. 2041 (5 ines). Write for post-free exhalges. Free delivery. Showrooms open till 8 n.m. Monday/Saturday.

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1935 Morris 10.4 special four-none. Exach-sea to coupe, this car has had one owner only and is in really amazing condition for its age, the coachwork is original and has a mirror finish, a very pretty and conomical car; 250km.

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1938 series Morris 10 4-seater, sun roof, a/h coupe.
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1948 Morris 10 black saloon, leather upholstery,

1948 in perfect condition throughout, an new yers, 2735.
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1940 Morris 10, one owner, excellent engine just rebored; £450.—Mullen, Little Doone, Looe

135 gns. - Morris 10.6 Cunard sports 4-seater. Autosnips, 5, Balham High Rd., Balham

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end of year, \$600.—Tolhurst. Shoebury Cottage. Shoeburyness. Tel. 21. 10. April, 1947. de luxe. 14020.

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1940 Morris 12 saloon, black, excellent condit 1940 Morris 12 sations, well of the property o

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How engine, one owner, sood condition, written guarantee. £298.—London Cars, 592.6, Greenford Rd. Oreenford M. disk. Waskew 2645. 16654.

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1949 Marris Oxford saloon, green with beige up-holstery, 14,000 miles: £965, 26,642, High Rd., N.12. Hilliside 0024. 836 642, High Rd., N.12. Huiston

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18 St., Mayfair, London. W.1. Regent 2952. [6495]
195 J. (Nov. 1950) Morris Oxford, blue, mileage instead of the control of th

1949 (Sept.) Morris Oxford, black with upholstery, immaculate condition, can used by one owner, genuine guaranteed mileage, & Gardiner, 47, Oxford St., Weston-super-Mare, Tel.

Tankard & Smith Ltd., offer 1949 Morris Oxford St., Weston-super-Mare. Tel. 631 aloon, in black with beine leather uphoristery, beau tifully maintained by late owner, moderate mileage only 2355, three months' written cuarantee; also 200 suarai used used cars of all makes.—196. Kinas Rd., S.W. Tel. Flaaman 4001-5.

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W. ADHAM BROG, Ltd., Morris House, Southampton, are in need of post-war Morris Oxford saloona.

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1949 Morris Six saloon, beige beige leather, low mileage, superb condition; choice of two THREE months' guarantee; terms; exchanges; lists.
—Stockwell Rd., S.W.9. Brixton 6251. (6370

1950 (May) Morris 6-cylinder saloon, green, brown leat'ter upholstery, recorded mileage WILCOX (SLOUGH) Ltd., Chandos Rd., Slough, 15665

1950 Morris Six saloon, 4.000 miles.—Autowork, Winchester 4834. [5955] 1950 Ltd., Winchester, Winchester 4834. 19955
1950 Merris Six saloon, radio, heater, 7,000 miles, Martin's Lane, W.C.2. Tem. 5566.
Martin's Lane, W.C.2. Tem. 5566. 16042
1950 Six saloon, black'urown, tartan covers, heater, foldamps, etc., immaculate, £1,050, —H. A Saunders, Ltd., 134, Golders Green Rd., W.F.I. Speedwell (Oll.). 16539

4500 miles, 1950 Morris Six saloon, heater, loose close, simmaculate condition throughout: £1085.—Sidney Marcus, Ltd., 33, Sloane St. S. W. I. Tel Sloane 3557:6970.

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OLE London distributors of Morris cars, wish to pur-chase post-war Morris cars in good condition. M ORRIS House, Berkeley Sq., W.I. Tel. Mayfair 7690.

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J ACK OLDING, Ltd., 8-10, North Audley St., W.1.
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CASH buyers of low-mileage Morris Minor, Oxford and Six; distance no object.—Hattons, Lord St., South-port. Tel. 2268.

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C. A. PETO, Ltd., 42, North Audiev St., W.I. urgentive feature post-war small mileage Morris cars in first-class condition.—May, 3051.

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RHD 1949 Nash 4-door saloon, colour black, very smart, all extras; £1,850.

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OE THOMPSON (MOTORS), Ltd., offer :--

1950 Oldsmobile 4-door salson, resistered 1951
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1938 Opel saloon, excellent condition, new tyres, mileage 34,000; £300.—Hou, 1688. [5835] £345 -Opel d/h 12hp, 35 mpg, one lady owner, primrow 2118, 15928

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Streak good condition throughout, lett-hand drive.

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14,000; 41,250
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A LLARD foursome drop heed coupe 1950, steering column gears.

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RRCEBUES-BENZ Type 370 drop head coupe. 1934.

£495: Morris 18 saloon, 1936. £495; Morris 6 de
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1948 Sunroof saloon, black blue leather, moderal colleges Green Rd, N. W.11. Speedwell 2011. [658]

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1950 vanuard saloon, black, red leather, fitted
1950 vando, heater, etc., 14,000 miles, 21,075.
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W.I. 3arkhar & Peto Ltd. 42 North Audley Mr. 3

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1950 (November) Standard Vanguard saloon, pale blue, red leather, heater; terms, exchanges; R.A.C. or A.A. examination invited; £1.175. N.W.I. CEORGE NEWMAN & Co., 369, Euston Rd., N.W.I. Euston 4466. STANDARD Vanguard car for sale, very late model, in Spotless condition and as new colour dove grey with real red leather upholstery, radio and heater.—Apply Box 8172.

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1950 miles. very exceptional car. £1.055, trade and bar schular till. 200 miles. very exceptional car. £1.055, trade and bar schular till. & W. Tules Hull 486. 1339.

Halls (FINCHLEY), Ltd., 1950 Standard Vanguard asilon, under 5,000 miles, grey, most beautiful condition, also choice of two 1949 models, both unusually good—deem Parrele, Finchley, N.12. Hilliadd 16032.

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A.Z. Motors, Palmeraton Rd., N.W.6. Mal. 4725. (6479

R OWLAND SMITH'S, the Utility car buyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041. [0993

VAUXHALL 10hp 1939, first-class mechanical condi-tion, no neets.—Box 6125, 1939, 1931-class mechanical condi-1939, Vauxhsii 16 saloo-1 taxed, good condition, 2400 —Exast Brook House Repton, Derby,

VAUXHALL 10, 1959 model, recently engine, very clean condition thro o.n.o.—10, Catheart Hill, N.19.

1947 Vauxhall 10, 28,000 miles, immaeth 1947 100%; £535.—D. Rough. 63. M. Parade, Leigh-on-Sea. 7el. 75359.

1938 Vauxhall 10 saloon, taxed, very sound; J. St., London, W.14, Tel., Western 2312.

1947 Vauxhal 10 saloon, black, brown, goo throughout, written suarantee; London Cara, 592-6, Greenford Rd., Greenford, Waxlow 2645. ACK ROSE, Lid., offer:-

1948 Vauxhall 12 supshine saloon, very clean it and out, good tyres, colour black; a £725. Stafford Rd., Wallington, Surrey. Wallington,

6677-6.

1939 Varxhall 12 saloon, blue, with leather uphol1939 Sterry recommended carr £488.

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Cricklewood Broadway, N.W.2. Gla. 2234. [5547]

1948 Vaushall 12 saloon, one owner, immaculate
condition, recellulosed black, new headlimited, 5 months contracte; 2570

APIAL MOTOR Co. Eds., Tottenham Lane, 8.8.

Children of the contract of the contrac

1940 Vauxhall 12 de luxe saloon, taxed, very exer-lent condition throughout; £475.-Kinas Motor: J. High St., Hounahout; £475.-Kinas Motor: J. High St., Hounahout; £16528. [1566 1939 Vauxhall 12 green leather, new front sus-pension, new tyres, ber chromium, taxed van; £475. private owner.—Pelly. Cohham, Surrey. 2474. or Lon 2472

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1948 (January) Vauxial 12 sunshine saloon, Motors, 55-57. South Briwards 82. London, W. A. 1960 (Motors, 55-57) South Briwards 82. London, W. A. 1940 (Motors, 55-57) South Briwards 82. London, W. A. 1940 (Motors, 55-57) South Briwards 82. London, W. A. 1940 (Motors, 1940) Southern Southern

R. J. HUNTER Ltd., offer:-

VAUXALL 14hp J type first registered 1947, fitted with radio and heater very clean, full particulars on A RINGTON MOTOR Co., Ltd., High Rd., Ponders End Enfeld, Tel. Howard 1266, | 5816

1936 Vauxhall 14 sports saloon, excellent order; £265; 5 months' guarantee; terms and ex-ACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., 1947 (Nov.) Vauxhall 14, one owner, blue, brown leather upholstery, radio, heater, new tyres,

4.725.—Box 8037.

1948 brown leather, fitted reconditioned engine and from suspension, 8267.

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250 Lane, N. W. Hatipisteau Gerior, 1970 Lane, N. W. Hatipisteau Gerior, 1970 Lane, 1970

High St., London, W.14. ICI. Western 2312.

19 47 Vaukali 14 J saloon, one owner, recellulosed black, brown leather upholstery, excellent condition throughout; 5 months' guarantee ZFS. S. CAPITAL MOTOR Co., Ltd., Tottenham Lane, N.8.

VAUNHALL 14 de luxe saloon, black, brown hide, all original condition, mechanically quiet and very sweet running, exceptional model for the year 1937.

Timms MOTORS, Colinette Rd., Upper Richmond Rd., SW.15. Tel. Putney 5593. [1950]

Rd., SW.15. Tel. Putney 55

William MOTORS, Ltd. Lake St., Leighton Buzzard, William MOTORS, Ltd. Lake St., Leighton Buzzard, Heds., Tel. 2041 (5 lines). Write for post free catassue of nearly 500 cars. Hire purchase, part exchanges, ree delivery. Showrooms open till 8 p.m. Monday, tunday.

Saturday.

1946 Vauxhall 14 J-type saloon (choice 2). absolute bargain, £625; also 1938 touring asloon for late, inst overhauled, £11, £425.—A.Z. Motors, Pal. (25 65). also 1938 touring asloon for late, inst overhauled, £11, £425.—A.Z. Motors, Pal. (25 65). alshough a 1940 model this car runs as kildly smooth as the day it left the factory, comparable in every way to a 1945 model, but made with pre-way raterials and finish.

Note: The comparable of the compa

1950 (Nov.) Vauxhall Wyvern saloon. 8.000 Rd. N.W.I. Euston 1212. WARWICK WRIGHT, Ltd., offer:-

1950 Vauxhall Wyvern saloon, grey, brown leather, heater, 8,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.i., 15714

Maytair 9761.

1950 (Nov. 30th) Vauxhall Wyvern, green, brown hide, 8,000 miles; £995.

J. O. FOX (WTON), Ltd., Bath Rd., Wolverhampton, [5849] VAUXHALL Velox, Peb. 1950, perfect condition; best offer over £925.—Glynne, Crofton, Radyr, Cardiff, [628]

1950 Wyvern saloon, blue, with brown leather upholstery, 18,000 miles, first-class condi-

tion; £975. C. & R. OARAGE, Ltd., 38, Victoria Rd., Surbiton. X Elmbridge 6755. 1950 Vauxhall Velox saloon, heater, 3,000 miles.
Martin's Lane, W.C.2. Tem, 3588.

1950 (Oct.) Vauxhall Wyvern saloon, 5,600 miles, black, brown interior, perfect condition; £1,000.—Kaye, Whitchurch, Bucks. Tel. 200. 15845 21,000 Kaye. Whitehurch. Bucks. Lv. Salom. radio, 2975 11200 miles black with brown leather.—Woking Motors (Maybury Hill), Ltd., Woking 1998, 5014

1950 Vauxhall Velox, immaculate condition, 5013 and insured and immediately available.—Barnet 4596, CVRIL, SHEPPARD offers: 1948 (Oct.) Vauxhall condition, 500 milesæ, discarded, 450, CVril Sheppard, Shepherds Hill, Reading, Sunnar 2345-6.

1950 VAUXHALL WYVERN & VELOX Vauxhall Wyvern saloon, heater, 7,000 miles. British & Colonial Motors, Ltd., Upper St. Martin's Lene, W.C.2. Tem. 3588,

Martin's Lone, W.C.2. Tem. 3598, [6040]

94 D'suxhall Wyern saloon, radio, heater, randition, one careful owner, and could be described "as sew"; £895, terms, exchanges.

2855, terms, exchanges.

1867, 1875, 18

CASH bu ers of low-mileage Wyvern and Velox Vaux-halis, distance no object.—Hattons, Lord St., Southport. Tel. 2268.

Southport. Tel. 2258

Yauxhall 25hp fouring saloon (reg. Oct. one orner, blass). black with brown hide unhobbers, one orner orner, blass, blas

1935 Vauxhail 27hp 7-str. face-forward, two carse, in perfect condition throughout; 2550; terms and exchanges.—R. Rose, The Lynch Garage, Unividee 122.

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It is important that the car you purchase is in excel-lent condition throughout.

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A S new, post-war Vauxhall car required.—Fortune, S. Brae Court, Kingston Hill, Surrey. Tulse Hill 2750

A RLINGTON MOTOR Co., Ltd., main dealers, will A purchase post-war Vauxhall cars.—Tei, Waltham Cross 2763.

Cross 2760: 16612
CAMDEN MOTORS urrently require sood pre- and pot- are varied by post-yar Vauxhalis.—Camden Motors. Lake St., Leighton Suznard. Beds. Tel. 2041.
7-SEATERS privately owned modern Limousines required, cash watting. Alpe & Saunders, Providence Court, North Andley Street, Mayfair-2941. (2003)

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1950 Wolselay 6/80. finished in black brown upholstery, low mileage, radio and heater in the statistic properties of the statistic properties

1950 Wo'selev 4.50 salnon 12.000 miles: £1.185. Grosvenor 5434. 150, Park Lane. W.1. PRIDE & CLARKE, Ltd.

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WOLSELE' 14 saloon de luse 1940, immaculate con-dition, with wireless, £525; exchanges and terms, 55, York St., Twickenham, Popesgrove 1890, 15204 1. S. HALL, Ltd., offer:

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1950 Wolseley 5 80, milesce 10,000, colour black, 15557

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1956 Gunet Wolseley 6.80 5.200 miles. Ernest Sulton. Tel. Rogate 4 (trade only). 15502 1931 Sutton. Ter. Rogate a titade omiyi. 1990k. Weleek, Pi Jalson. 48,500 miles perfect.

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1939 Wolseley 18 saloon, green bodywork perfect

Cricklewood Broadway, N.W.2. Gla. 2254 (4559) BEARTS, of Kingston, Wobseler distributors. Sales, spares and repairs. 102, London Rd., Kingston, 2003

1950 (O.t.) Watseley 4-50 saloon, grey, 10,000 miles,—The Barnataple Motor Co., Barnataple

1947 Wolseler 14, one owner, immaculate, 26,000 miles, £775. Write Box £24, Smiths 100, 15915

Fleet St., E.C.4.

WOLSELEY 1980 (Feb.) 6 80 saloon, black, privately
owned, perfect; £995. Pettit 16. Chesham Place,
16587 1939 Wolseley 14 de luxe saloon, excellent £425 payments.—Vaughan, 17, Astwood Meny 1556

1950 (May) Wolseley 6-80, marcon, red lea 16,000 miles, one owner; £1,000, seen

1950 (Nov. 1 Wolseley 6-80 calcon, 1700 miles, genuine grey with brown leather upbol-SHAW MOTORS, Ltd., 668-678, Garratt Lane, Lon-don, S.W.17, Wim, 5031-2

1937 Wolseley 13 micon de ville; £325.—Crown Garage, Albany St. (ad). Barracko, N.W.1 Tel. Eusten 6507 and 1520.

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1937 model Wolseley 25 4-door de luxe saloon, condition: £325.—Jacquer. Ltd., 225-7. Hammersmith Rd., W.6. Riverside 6627-8. [2234

1950 Wolseley 6,80, marcon, with brown leather, 1950 Wolseley 6,80, marcon, with brown leather, 1700 miles, non-careful owner, private sale; 1190.—Gibb, 162, Kings Rd., Chelica, Fiz. 7736.

1948 Wolseley 14 saloon, one owner, reconditioned engine; £765; terms, exchanges.—Withams Motors, Ltd., 18, Balham Bill, S.W.12. Battersea 3280-

1939 Wolseley 18,765 saloon, one owner, green, with green leather uphoistery, excellent condition, £575, -R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Wellock 110173.

1950 Wolseler 6/80 saloon, first registered 20.10.50, first seed black with brown leather upholsters, one outer, fitted ratio and heater, in immacular Erfulm MULLINEN, Ltd., Bridge St., Northampton, A. Tel. 907.

2.7.75 (1. Superb 1947 Woiseley 10 saloon 17.000 action and the superb 1947 Woiseley 10 saloon 17.000 have natured that makes by one family correcting who have natured that superb 1950 model in the shade condition would east many a 1950 model in the shade condition would east many a 1950 model in the shade condition would east many a 1950 model in the shade condition would east many a 1950 model in the shade condition with the shade condition with the shade condition and the shade condition with the shade condition would be shaded conditions with the shade condition would be shaded condition would be shaded condition would be shaded condition would be shaded conditions with the shaded

1947 Wolseley 12 saloon, black, brown leather one moder, works reconditioned engine. 6,000 alles; £815.—Vandervells (Buyers of Good Carp. 215, Harerstock Bill. N.W.S. Primress 4441 [1947]

1950 Wolseley 6:90 saloon, crey, one owner moderate mis-case, spotless, £1.165.—Below, 1936 tion, £265.—Silverthorne Motors, Ltd., 1015. Pinchley Rd., N.W.II. Meadway 2258.

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1938. privately owned and in ortsinal condition
throughout, smart cody lines, good clean coachwork and
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£565 -Wolseley 14, 1939 (Dec.) black, greet maculate throughout, reconditioned engine, 10,000 mies taxed end of year. Tel, Bramley, Surrey, 3391, 1656

ONE of the fines I shp Wokeley asioons, immaculate condition, completely overhanded, new tyres all round, fixed every accessory, dust speaker R.M.V. radio: £575. Greenhill Motors, Ltd. Bar. 5772. [630] radio 53/5.—Greenfull Motors, Ltd. Bar, 5772, 16952 Wolseley 14lp de luxe 4-door salcon, Mack condition, good tyres; £590, hire purchase and ex-changes.—Seladon Road Garage, 54, Seladon Rd. S. Croydon, Surrey, Cr. 5470.

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Coop. Ave. 6212 (day) or Wel. 9545. [65]

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model, 1958 but loors more modern.]
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car with large 5-seater bodwork and ideal for cars
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A & S. Limousine. 25hp. 1939. pattirion. 7-pas-cally-sceneral leather black certified mechani-construction. Also partition forward I moustained. 4543. Also partition forward liby maintained. 4545. 18000 miles. 1948, 25hp, Limousine, black, partition, forward occasionals, meticulously maintained, wonderful condition, guarantee A LPE & SAUNDERS (100-Limousines) Providence
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BLAKES. Wolseley distributors. will purchase and non-Covenant Wolseley var.—110. Bold St., Liverpool. 1. Tel. Royal 6622. 1939 Wolseley 25hp series 3 7-seater ilmousine
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CAMDEN MOTORS urgently require good pre- and post-war Wolseleys.—Camden Motors, Lake St., Leighton Buzzard Reds, Tel. 2041 (0896)

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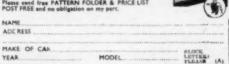
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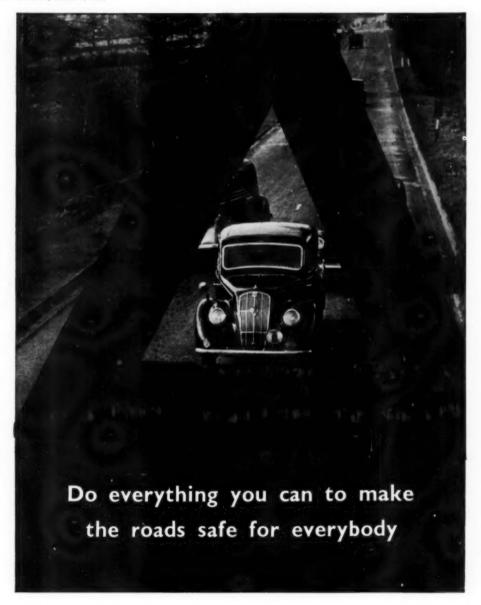
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